

POINTS EAST AND AROUND

TWO big new deployments set off soon — one to demonstrate the Royal Navy's clout away from NATO and the other to show value for money for the taxpayers back home.

ORIENT 92 sails this month for a 6½ month trip through the Mediterranean and the Suez Canal, to East Africa, the Far East and back home via the Gulf.

It comprises the six ships which form the UK On Call Task Group — HMS Invincible, HMS Norfolk, HMS

Newcastle and fleet tanker RFA Olwen from Portsmouth, and HMS Boxer and fleet replenishment ship RFA Fort Austin from Devonport.

The Group will be visiting Piraeus in Greece, transit the Suez Canal, and then head south for Mombasa. While in the Far East, ports of call will include Singapore and Hong Kong, with Invincible visiting Japan and Boxer heading off to Australia.

The Task Group sails under the command of Rear Admiral John Brigstocke, flying his flag in HMS Invincible.

Meanwhile early next month HMS Ark Royal (carrying Sea Harriers from 801 Sqn, anti-submarine and commando Sea King helicopters of 820, 849 and 846 Sqn, and a Royal Marine team from HQ Commando Forces); the Type 42 destroyer HMS Gloucester, the Navy's latest minehunter, HMS Cromer, the patrol submarine HMS Oracle and the fleet tanker RFA Olmeda, will sail from Portsmouth, under the command of the new Flag Officer Surface Flotilla, Vice Admiral the Hon Sir Nicholas Hill-Norton.

They are off to "show the

flag" on a circumnavigation of Britain.

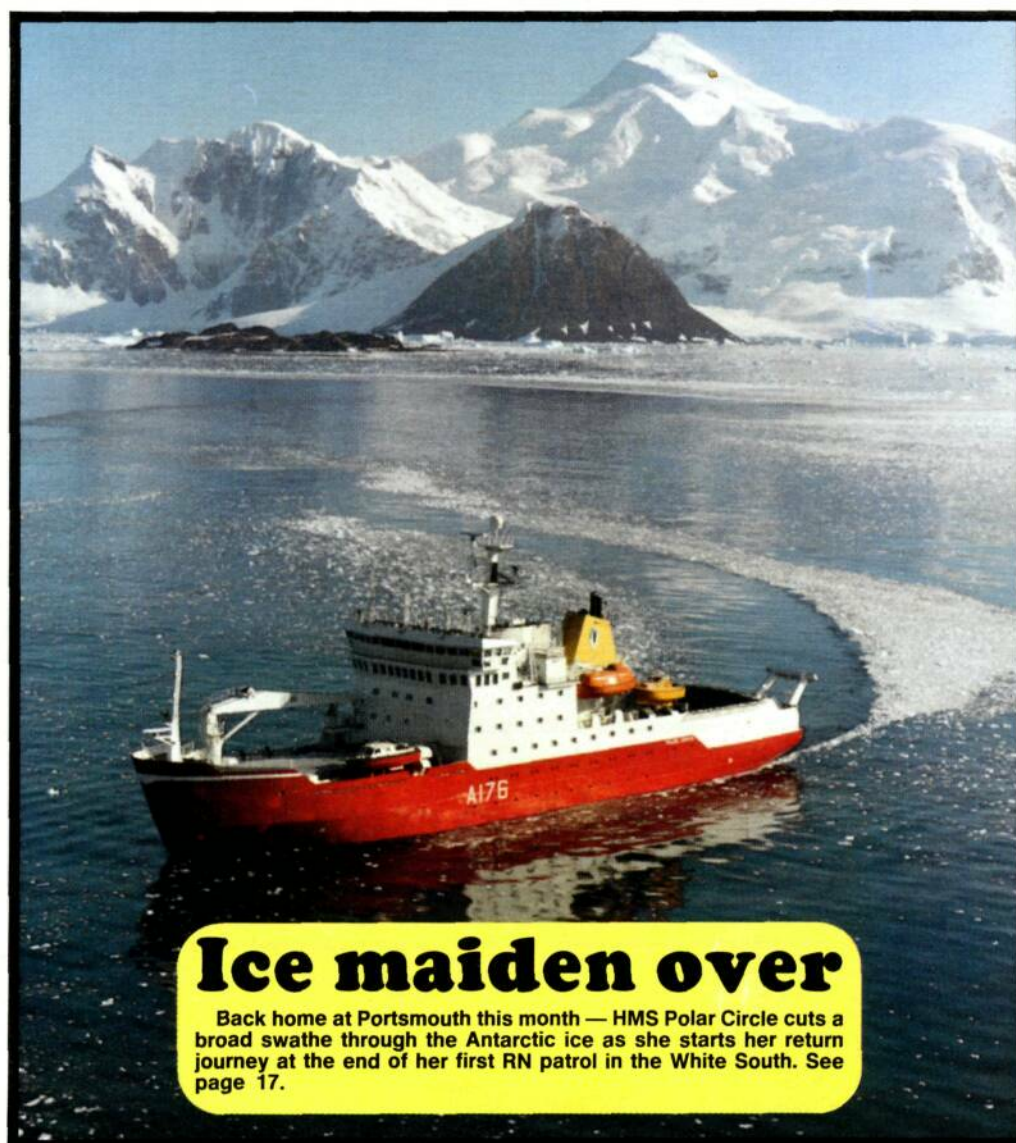
Entitled RN Show Window 92, it will promote the Royal Navy's image in areas of the UK where it does not normally get much publicity.

In five different areas — the Bristol Channel, Liverpool Bay, Firth of Forth, and off Newcastle and Hull — about 80 members of the local community will be flown out to spend a day at sea in Ark Royal, to witness a demonstration of air and sea power.

On each of the Show Window sea days there will be a supporting programme of events ashore in local town centres, including static displays and performances by a Royal Marines Band.

Shop Window 92 will last from 6th to 17th June, and during this period the ships will also make port visits, Ark Royal and Oracle going to Leith, the port for Edinburgh, while Gloucester and Cromer visit Newcastle.

Below: The Royal Navy's new Merlin helicopter prepares to land on HMS Ark Royal with First Sea Lord Admiral Sir Julian Oswald and the Chief of Naval Staff of the French Navy, Admiral Alain Coatanea on board.



Ice maiden over

Back home at Portsmouth this month — HMS Polar Circle cuts a broad swathe through the Antarctic ice as she starts her return journey at the end of her first RN patrol in the White South. See page 17.

Ark bomb response 'exemplary'

SENIOR naval figures have praised HMS Ark Royal's actions in the aftermath of the explosion caused by a 28-pound practice bomb hitting the carrier during exercises off Northern Ireland on Easter Monday.

Five ratings were injured in the blast and one was badly shaken.

Flag Officer Sea Training (Rear-Admiral Mike Boyce) said, "Regrettable though the incident was, it happened after three weeks' operational training, one of the main aims of which was to practise fire fighting, damage control and casualty handling."

"The response teams, already sharpened up, acted with impressive speed and efficiency, preventing further tragedy. The value of deep training has been demonstrated."

A tribute also came from RN Hospital Haslar, Surg. Cdr. Richard Dale, professor of naval surgery, and Surg. Cdr. M. A. Farquharson-Roberts, consultant adviser orthopaedics, said

● Turn to back page

New role in the Med

HMS Glasgow is the first RN warship to join the new NATO Standing Naval Force Mediterranean (STANAVFORMED) formed last month at Naples.

The Type 42 destroyer will operate with ships from the United States, Greece, Turkey, Italy, Spain, the Netherlands and Germany in succession to the old Naval On-Call Force Mediterranean, which has only been periodically activated over the past 20 years.



Brazen in the Caribbean

A MAJOR review of the curriculum at RNC Dartmouth now seems inevitable after the young officers under training in HMS Brazen crashed to a resounding defeat during the dominos match against the Montserrat Police, when they were unable to match the loud, high-jumping domino-smashing style of the local team.

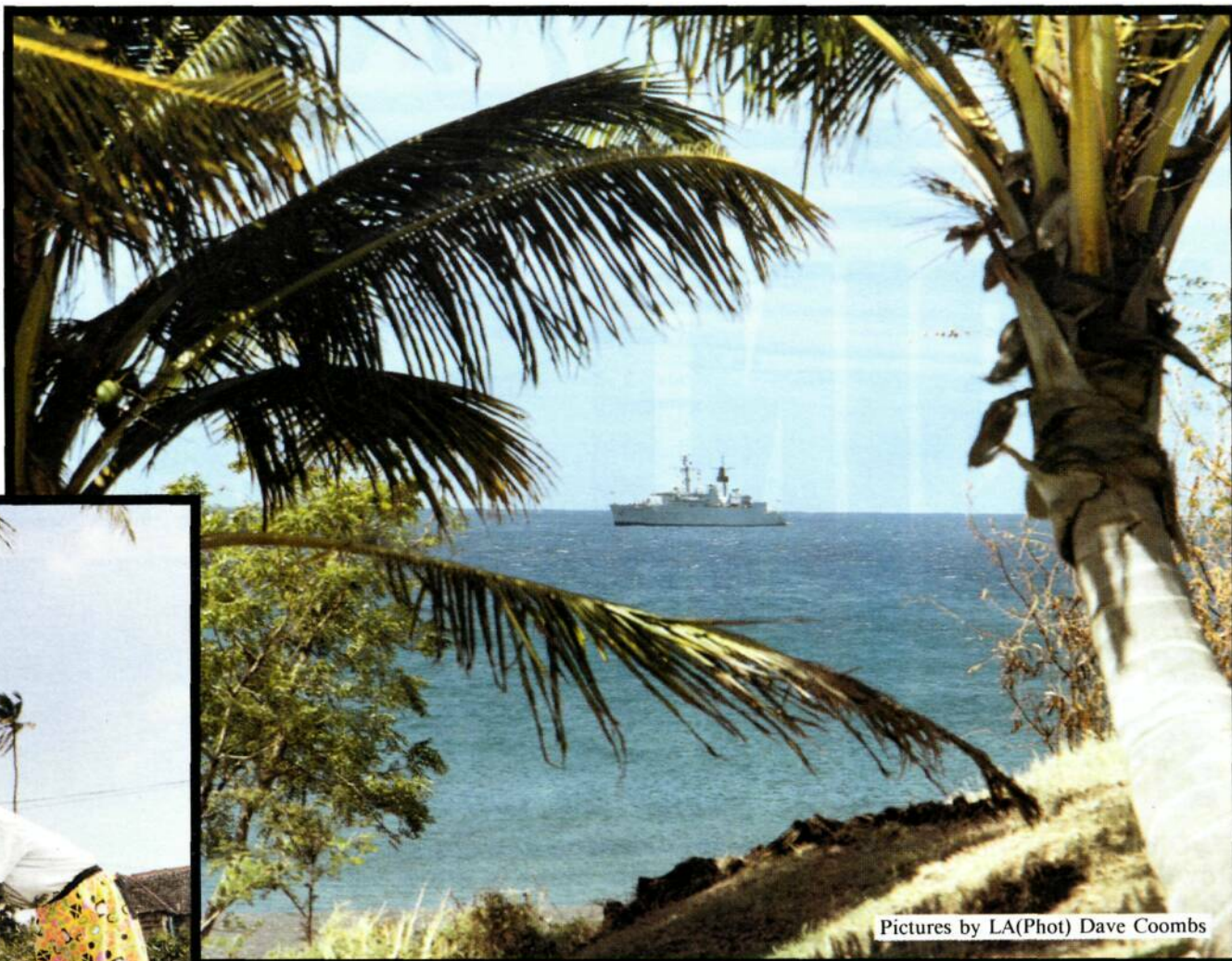
Montserrat is one of the Caribbean islands as yet unspoiled by commercialism, where the natural pace of life is relaxed and easy-going — except when it comes to dominos, one of the island's main pastimes.

There being no quay at the island, Brazen was anchored off during her visit, but this was no hindrance to everyone getting ashore for a good time, or for the ship to host many island visitors, including the Montserrat Defence Force and the now-traditional gang of schoolchil-

dren to be entertained by "pirates" and fed jelly and ice-cream.

On the community-project front, painting parties were landed and helped out re-decorating old folks' homes and refurbishing the medical centre.

One other major sporting event took place — the cricket match. The report on this describes the picturesque ground overlooking the Caribbean and the ship, with a backdrop of the beautiful hills of Montserrat — but there is no mention of the result!



Pictures by LA(Phot) Dave Coombs



Photographs — left:

International helping hands from HMS Brazen at the Harris Clinic, Montserrat, sanding down the benches before painting. With POMA Paul Richards are young officers, (left to right) Robert Aldred and Paul Wright, both of the Jamaica Defence Force, and Abdulla Almansoor of the United Arab Emirates Navy.

Above: Idyllic Caribbean scene, with HMS Brazen at anchor off Montserrat.

RETURN TO ST. NAZAIRE

HMS Campbeltown cemented the entente cordiale when she led HM ships Athirstone, Cattistock and Cottesmore at the 50th anniversary of what Winston Churchill described as "the greatest raid of all", so audacious in its planning and execution that the Germans' war effort on the western seaboard of Europe never recovered.

Fifty years ago, at 1.34 a.m. precisely, on a cold March morning, the former HMS Campbeltown rammed the giant lock gates at St Nazaire; nine hours later five tons of explosives packed into her bows blew up ... crippling the only Atlantic dock capable of housing the battleship Tirpitz.

Survivors

Of the 611 men who embarked on Operation Chariot, 169 were killed and it was they who were remembered by the 85 survivors at the commemoration attended by The Duke of Edinburgh, patron of the St Nazaire Society.

Flanked by French dignitaries, HMS Campbeltown's guard of honour and the veterans, with their memories of fallen comrades, on a bitterly cold morning, Prince Phillip laid a wreath before chatting to many of them at the St Nazaire Memorial in Place du Commando. The ceremony was followed later by a simple, and private, service at the nearby Le Baule war graves where those who fell in the raid on 28 March 1942 are buried.

HMS Campbeltown provided one of the highlights for 12 veterans, including the eldest survivor, 85-year-old Bill Demellweek, of Plymouth, who took passage with the ship from Falmouth to France, and a further six who travelled back to Portland.



Picture, right — HMS Campbeltown, dressed overall, alongside at St Nazaire. In the background, the massive Second World War U-boat pens, one of the targets for Commandos during the raid, 50 years ago.

In carnival mood



INVITED to attend Cologne Carnival — a week-long music festival culminating in a procession through the streets of the city — the Royal Naval Volunteer Bands of HMS Dryad/Mercury and HMS Heron/Osprey had no intention of refusing.

The 35 volunteer bandmen and women played 16 engagements during their tour in Germany and took part in four processions, which totalled up to 10 hours marching. Their rendition of Amazing Grace, played jointly with the Rose

and Thistle pipes and Drums from Gosport, received tumultuous applause, while the hastily learnt Heidewitzka Herr Kapitan went down like a glass of cold lager on a hot day.

The Navy bands were there at the invitation of the Domstadters, a Cologne band with whom they have a long affiliation. They were led by their respective Royal Marine Volunteer Band Instructors, Band Colour Sgts Ian Naylor from Dryad and Bob Spiller from Heron.

Used to metaphorical bouquets, Bob Spiller is pictured with a real one presented by a well-wisher in the crowd.

Eager Beavers carry on up the Khyber

A BUSY deployment lay ahead of the Type 22 frigate HMS Beaver when, along with HMS York, she sailed for the warm waters of the Gulf on Armilla Patrol.

After arriving on station, where Group Two relieved HM ships Sheffield, Birmingham and Hermione, the Beaver sailed for Karachi.

Members of the ship's company were guests of the British High Commission Staff in Peshawar and during their visit they were taken to the Khyber Pass to be

treated to a display of piping, marching and dancing by the Khyber Rifles.

An exercise with PNS Badr proved valuable in fostering links with the Pakistani Navy and in the Gulf a visit to Dubai and a VIP sea day ensured Group Two forged contacts with local expatriates, resulting in offers of 'wadi-bashing', 'dune bashing' and barbecues for the ships' companies.

Over 250 civilians were taken to sea by RFA Bayleaf and HM ships York and Beaver where they witnessed a RAS, a man overboard exercise and a flying display.

During the deployment several senior officers have taken the opportunity to visit the Group, including Flag Officer First Flotilla, Rear-Admiral Bruce Richardson, CINCFLEET, Admiral Sir Jock Slater and First Sea Lord, Admiral Sir Julian Oswald who visited as part of his tour of the United Arab Emirates.

After a maintenance period in Jebel Ali HMS Beaver went on to visit Qatar, Kuwait, Saudi Arabia and Bahrain. At the end of this month the ship's company will enjoy a well-earned period of "R and R" in Penang.

New faces of defence

MR Malcolm Rifkind has succeeded Mr Tom King as Defence Secretary following April's General Election.

Mr Archie Hamilton remains as a Minister of State at MOD, where Mr Jonathan Aitken becomes the other Minister of State.

The last of the Revenge

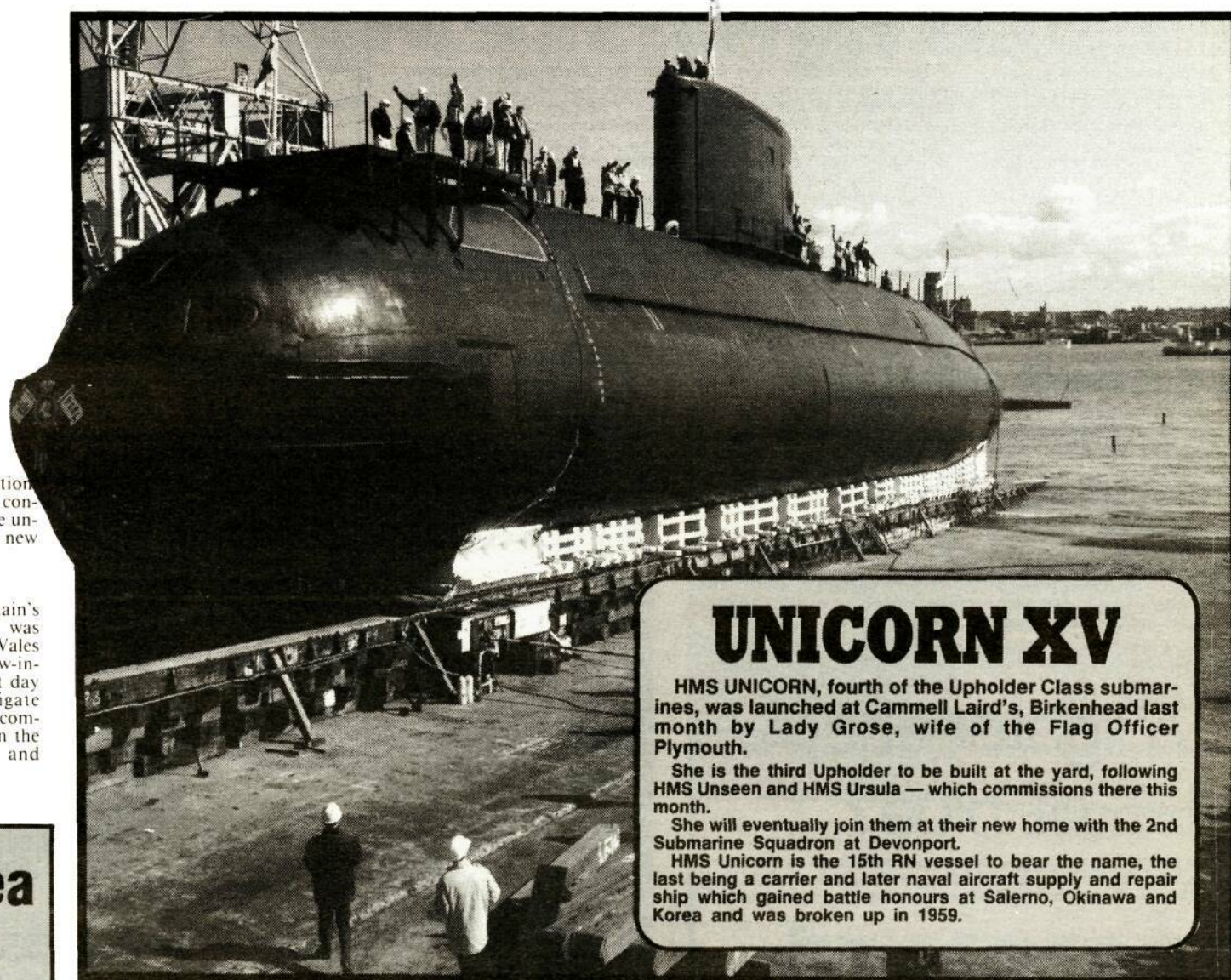
AFTER 21 years' service HMS Revenge has returned from her last patrol.

The fourth Royal Navy Polaris submarine, which has been helping to provide Britain's independent nuclear deterrent since 1970, returned to the Clyde Submarine Base at Faslane streaming the traditional long white pennant and was greeted by a salute of water hoses and a fanfare of ships' sirens.

The Ministry of Defence confirmed that she would not be receiving a further refit and was due to pay off at the end of her current commission.

Her sisters HMS Resolution, Renown and Repulse will continue maintaining their role until it is taken over by the new Trident submarines.

● HMS Vanguard, Britain's first Trident submarine, was named by the Princess of Wales at a ceremony at Barrow-in-Furness on April 30. Next day the new Duke class frigate HMS Lancaster was being commissioned at Devonport in the presence of the Queen and Duke of Edinburgh.



UNICORN XV

HMS UNICORN, fourth of the Upholder Class submarines, was launched at Cammell Laird's, Birkenhead last month by Lady Grose, wife of the Flag Officer Plymouth.

She is the third Upholder to be built at the yard, following HMS Unseen and HMS Ursula — which commissions there this month.

She will eventually join them at their new home with the 2nd Submarine Squadron at Devonport.

HMS Unicorn is the 15th RN vessel to bear the name, the last being a carrier and later naval aircraft supply and repair ship which gained battle honours at Salerno, Okinawa and Korea and was broken up in 1959.

IN BRIEF

St Vincent lives on

WITH the closure of HMS St. Vincent (Furse House) in South Kensington, London, the name has been transferred to the Communications Centre, Whitehall.

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Director WRNS Commandant Anne Spencer was guest at the annual Wrens Dinner at HMS Eaglet, this year marking the 40th anniversary of the formation of the WRNVR/WRNR.

□ □ □

Banker Henry Lambert, a trustee of the National Maritime Museum and vice president of the Navy Records Society, has succeeded the late Admiral of the Fleet Lord Fieldhouse as Chairman of the White Ensign Association.

□ □ □

Over 140 veterans who served in the Far East during World War II flew to Sri Lanka to commemorate the 50th anniversary of the sighting of the Japanese Fleet off Ceylon and the air raids which followed.

□ □ □

At Newcastle-upon-Tyne with the first ship-based Wrens to visit the north east HMS Juno played host to children from Glebe Special School, Killingworth, and four parties of Sea Scouts.

□ □ □

Vandals have damaged the Royal Naval Volunteer Reserves memorial trophy at Crystal Palace and now the Old Hands Association is appealing for funds to restore the battleship bell, originally unveiled by the Prince of Wales in 1931. A re-dedication service, will be held on June 6. Tel 0206 822081 for details.

China sea double trouble

Hong Kong patrol craft brought aid to two spectacular shipwrecks in the South China Sea last month.

First HMS Plover took off 26 survivors of an explosion which killed two crew on board the Liberian oil tanker Seastar.

They had earlier been rescued by a passing British cargo vessel which picked up a faint distress call from their liferaft. The Plover stood by for nine hours dousing the blaze until the vessel could be towed back to Hong Kong.

Later HMS Peacock took on board most of the 29 crew of the Greek container ship Incheon Glory after she collided with the German cruise liner Europa 180 miles east of the Crown Colony. There were no casualties.

Malta, GC service

VETERANS of the wartime siege of Malta, along with survivors of the relief convoys, attended a service at the Cenotaph, in Whitehall, to commemorate the 50th anniversary of the award of the George Cross to the island.

The Duke of Edinburgh, a wartime Sub-Lieut. with the Mediterranean Fleet, led the wreath-laying ceremony as 10,000 Service personnel who died during the fight for "the most bombed place on earth" were remembered. At the end of the month the Queen will visit Malta to unveil a memorial, a ten-ton bell hung in a stone cupola.

An exhibition of memorabilia depicting Malta at war, held at RNH Haslar last month, raised £55 for the Memorial Siege Bell Trust.

Trashing the Junk Bay smuggling trade

IN THE battle against speedboat smugglers — locally known as Dai Feis — the Hong Kong Patrol Craft HMS Starling has notched up two notable successes.

On patrol in Junk Bay she spotted five loading cars from reclaimed land before heading out to sea towards China.

Cpl. Nobby Hall, coxswain of one of the Starling's Fast Pursuit Craft, gave chase at speeds in excess of 50 knots while the smugglers tried to fend him off with bamboo poles and by hurling a fire extinguisher at the crew.

Eventually one of the Dai Feis was forced aground, but the smugglers escaped ashore,

leaving their 1,200 h.p. speedboat and its cargo — a brand new Nissan car — to be brought back to the Starling by boarding officer PO(SEA) Paul Griffiths.

Three weeks later the ship's company were back in action when they shadowed two Dai Feis into Junk Bay.

As one of the smugglers' boats made a run for it Mne. Andy Dove brought his FPC alongside and narrowly escaped injury when a knife was thrown at him.

POWEM Mark Hannibal boarded the speedboat with the help of LRO Ray Meikle and managed to subdue the three smugglers, who were later handed over to the Royal Hong

Kong Marine Police.

The Hong Kong Squadron — HM ships Starling, Plover and Peacock — acts in close coordination with the Marine Police as well as the specialist Anti-Smuggling Task Force to combat smuggling in Hong Kong waters.

Highly commended

First Sea Lord's Commendations have been awarded to the following:

Capt Tom Sunter whilst Deputy Director Surface and Sub-Surface in Directorate of Naval Warfare.

Capt Frank Mungo for work as Assistant Director Nuclear Propulsion 1 in Directorate of Nuclear Propulsion.

Capt Jeremy Brecknell whilst Deputy Director in Directorate of Naval Logistic Planning.

Cdr John Rayner whilst Desk Officer responsible for war planning in Directorate of Naval Logistic Planning.

Cdr Thomas Morton whilst Staff Officer Communications in Directorate of Naval Warfare.

Cdr Richard Lord whilst Technical Staff Officer to Director General Surface Weapons (Navy).

Lieut-Cdr Philip Ingham whilst a Watchkeeping Officer in MOD Joint Operations Centre.

White ladies of Durban

Perla Siedle Gibson — the "Lady in white" who sang to thousands of troops arriving at Durban in World War II — was impersonated by top concert soprano Caroline Smart when hundreds of ex-servicemen arrived there to mark the 70th anniversary of the South African Navy.

Among them were 21 British veterans who led a ceremonial sail past by 13 naval vessels as she sang "Land of Hope and Glory" from Perla Gibson's favourite vantage point on North Pier.

Leader of the British party was Sam Morley, who published her autobiography last year.

● Right — the original "Lady in White" with her famous megaphone borrowed for the occasion from Durban Museum.



Less choice as budgeting takes effect

RUNNING to a financial budget is now a fact of life which most establishments and units have had to come to terms with under NMS. Since NMS went 'live' in April last year over-worked Supply Officers and/or Management Accountants have been beavering away and wrestling with their accounts to try and identify savings and make the books balance. Since manpower costs invariably take the lion's share of any establishments cash budget it will come as no surprise that an obvious area to look for savings has been with personnel.

The first requests to gap billets and thus save money have already been received by CND but in line with 2SL's policy that NMS should not disadvantage the individual in this way, all these requests have been turned down. Billets may of course be removed from complements and/or civilianised but so long as an RN requirement exists by scheme of complement then rest assured, it is Drafty's remit to fill it wherever possible!

However, if we take this policy a logical step further and accept that CND is not only committed to filling all billets but must also minimise the number of non complemented people, then Drafty will be under increasing pressure in the future to redeploy men and women, sometimes at short notice, in order to keep every RN billet filled. It is also a fact of life that as the Navy gets smaller the pool of people available to fill billets, especial-

ly the more unpopular ones, will be less. The inevitable outcome and "sting in the tail" is that the present high proportion of people occupying first preference drafts will decline.

The message is clear — a good liaison and input of up to date information to NDD will be even more vital in future but you, the customer, will have to accept that CND may have less flexibility to put you where you would prefer to be when the time comes for a move.



"Never mind your preference — get stuck into this!"

Losses and gains

DCI(RN) 26/92 announced the acceptance of the Tucker/Carlston recommendations which amongst others includes:

- the civilianisation of 94, mainly singleton, Writer billets.
- the changing of 96 Regulator billets to Writer billets in UPO's.

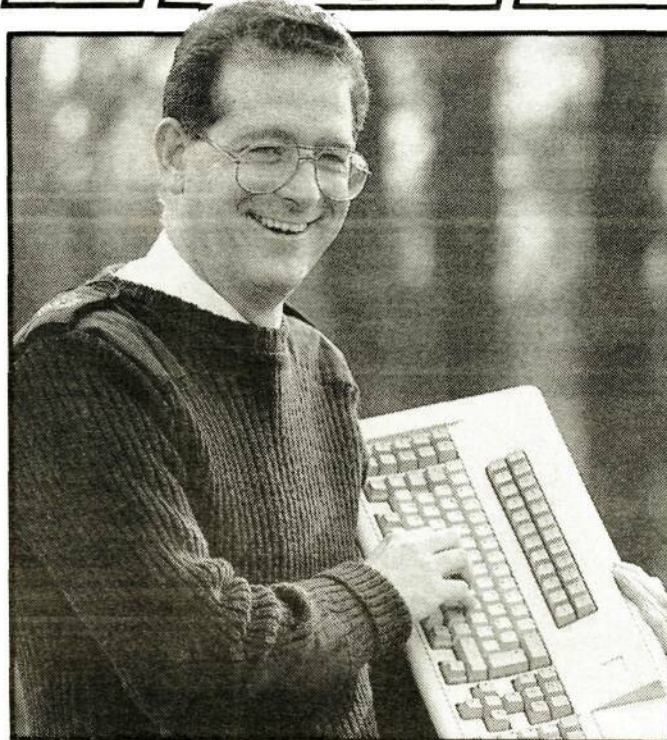
Implementation is programmed from 1 April 1992 and is to be complete within two years. The authority for the recruitment of civilians is published and the completion date for this phase is 1 April 1993. Thereafter these billets may be gapped to enable the rolling programme to complete on time. Hopefully, civilian recruiting will be buoyant and to time.

Clearly a close liaison is being maintained between Drafty and the establishments concerned to minimise disruption to individuals.



Drafty

Pussers and Medics



CORNISH CALL

Calling all Sons of Cornwall — why not volunteer for your county ship? You will be assured of a warm welcome.

Green fingers on the computer key-board? CWTR John Prior has recently taken over the centre desk in the S and S Drafting Division, having joined from HMS Scylla. But, judging from the photo, the desk appears to be out in the garden! We'd heard that Centurion was in need of repairs — but is it that bad?

Small is beautiful!

Many regard the term "Small Ships" as covering frigates and below and, confidently tick the Small Ships Box on the DPF in that belief.

In fact, as far as Drafty is concerned, a Small Ship is anything smaller than a frigate, e.g. a mine warfare vessel or a unit of the NI Squadron, where suitability for work unsupervised on a wide variety of tasks is essential. For these vessels Drafty is looking for mature, adaptable and reliable ratings, so a tick in the Small Ships Box on the C230 will imply fitness for such jobs. The rewards for working in a small ship are many and varied, with greater responsibility and job satisfaction to name but a few.

Do discuss carefully with your Divisional Officer and take his advice on how you would measure up to a Small Ship billet before committing yourself on your next DPF. This could well save you much heartache, unhappiness and even disappointment.

THE TEAM

Drafting Commander and WOs	Appointer Cdr. Peter Edger 2381
WTRs, SAs, QAs and ETs	Lieut.-Cdr. Susan Brookes 2455
Office Manager and WTR SRs	CPOWTR John Prior 2443
WTR JRs, QAs and ETs	PWTR Mick Aitken 2285
SAs	LWREN Karen Jones 2505
CKs CAs and STDs	POWTR Taff Hinge 2444
CKs and CAs	Lieut.-Cdr. Terry Morris 2456
STDs	POWTR Ken Eatwell 2446
Medical, QARNNS and FS	LWREN Sara Clarke 2446
	POWTR Jim Whyke 2575
	Lieut.-Cdr. Mark Wagstaff 2570
	POWTR Debbie Hampton 2445

Retinue required

WANTED — Keen, above average, reliable and ambitious Cooks and Stewards (male and female) who enjoy a demanding but professionally stimulating challenge and, who eagerly seek responsibility. If this description fits you then volunteer for retinue service while vacancies exist at home or abroad. Drafty is keen to help those who wish to help themselves. Don't hesitate, fill in a Drafting Preference Form now!

Green berets in the fast lane

Although the shortage of male MAs in the SM programme has been well publicised in this column previously, it is, perhaps, not so well known that the CDO MAs are also desperately short at present. Many of the CDO MA losses have occurred during training in the past and this has led to a complete revision of the MA CDO training course. The standards, of course, remain as high as ever but first signs are promising with an increased pass rate from the first MA group who have recently completed Lymstone training

and won the coveted green beret. Many more are needed though to fill the shortfall so if you're fit, able-bodied and tired of life in the "slow lane" why not give it a go? All those who passed the first course are now serving abroad!

Let Drafty know if you are a volunteer and not to forget the girls, although the MA CDO adual is only open to the men at present, there are opportunities for MA(Q)s to serve in many Commando Establishments so if you want to serve alongside the Royals, put your C240 in now.

Escape route to the sick bay

Since the last S&S/Medical Drafty's Corner the bearing of ENG nurses has continued to fall but an increase in the number of RGNs, especially direct entries, has allowed Drafty to fill about half of the nurse billets in sick bays. This has pleased the nurses involved and also the Establishment PMOs who have had to suffer severe gaps for too long.

In the long term it is anticipated that some of these ENG billets will be "transferred" to MA(Q)s but there will always be some places for nurses outside the main hospitals and if recruiting and retention remain buoyant as at present then it may be possible to fill further sick bay nurse billets in the Autumn. Those nurses reading this who want to "escape" Haslar or Stonehouse for a spell should let Drafty know as soon as possible.

A lighter shade of blue?

You would like something different? A challenge and keen to represent the RN in the best possible light! How about considering an exchange draft to the RAF? The billets and areas available are listed below:

Rate	Unit	Location
WOSA	RAF Lossiemouth	N Scotland
POSA	RAF Odiham	Hampshire
POSA	RAF Valley	N Wales
POSA	RAF Wittering	Cambridge
POSA	Strike Command (High Wycombe)	Bucks
LWSA	RAF Coltishall	Norfolk
LSA	RAF St Athan	S Wales
LSA	RAF Scampton	Lincolnshire
LSA	RAF Brize Norton	Oxfordshire
All above billets are interchangeable i.e. male/female.		
Overseas		
POSA	RAF Germany	Laarbruch



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Unseen beats rival out of sight . . .

Dived displacement: 2,400 tonnes. Length: 70.25 metres. Beam: 7.5m. Pennant no: S41. Speed: 12 knots surfaced, 20 knots dived and 12 knots snorting. Range: 8,000 miles at 8 knots snorting. Endurance: 49 days stores and 90 hours at 3 knots dived.



SECOND of the new Type 2400 patrol class submarines, HMS Unseen has successfully completed weapons trials and beaten an American boat in underwater tests.

The Unseen was launched in November 1989 and commissioned at Birkenhead last summer in a ceremony attended by over 1,000 guests. Guest of honour was Lady Paddy Thomas, the boat's sponsor.

The main hull structure of the submarine is composed of high tensile steel and is of circular cross-sections stiffened by internal high tensile steel frames. The Unseen is designed to dive deeper than 200 metres.

Her armament comprises six weapon tubes with positive discharge, capable of firing a range of 21-inch diameter weapons, including Tigerfish, Royal Navy sub Harpoon, Mark 5 mine and Spearfish. In addition, 12 torpedoes can be carried for reloading.

A design fault in the torpedo bow doors was identified in HMS Upholder, first submarine of the class, and she is currently undergoing repair. In due course HMS Unseen will also go into dock to have the problem rectified.

In light of this hitch, HMS Unseen's performance in the weapons trials came as a very welcome fillip. She accurately fired 23 dummy torpedoes and outshone the American submarine in underwater war games.

HMS Unseen's sonar suite is fully integrated and uses the latest technology developed for the RN. It includes 2040 passive bow sonar, capable of simultaneous low frequency and high frequency band operation, with adaptive processing channels to provide good target discrimination.

Simultaneous automatic tracking of several targets is possible. 2040 also has an active and an active intercept ability.

There is also: 2046 long range passive sonar using towed array or flank array; 2041 passive triangulation sonar; PIPRS triangulation sonar for active intercepts; UAC, an electronic support measures system providing multi-target detection and analysis, with high bearing accuracy; and 1007 general navigational radar.

Search and attack periscopes

provide bearings, range estimation, still photography, TV recording and thermal imaging.



Nil temere neque timore
(Neither foolhardy nor afraid), the motto of the original HMS Unseen, has been dropped by the present crew in favour of one they feel more apt — *Veni-mus invisi* (We come Unseen).

The vessel's submarine message handling and distribution system provides transmission

and reception on HF, UHF and Satcoms. Reception is available on LF and MF, and on VLF even when submerged.

A five man lock out chamber is provided for use by divers when the boat is submerged. Inflatable dinghies, outboard motors and other equipment can be carried in the superstructure aft of the bridge fin.

HMS Unseen's propulsion system consists of two motors on a common frame driving a single propeller. Two Paxman Valenta diesel generators are fitted, each with a nominal rating of 1.25 MW. Two lead acid batteries are fitted, giving a long submerged endurance.

The ship's company numbers 48; seven officers, 17 senior rates and 24 junior rates.

All of the boat's systems are highly automated to enable the submarine to run with a very small complement. Most of them are remotely operated from a central control panel. There is a ship-wide surveillance system providing remote monitoring.

Battle honours: Sicily 1943, Mediterranean 1943 and Channel 1944.

SPECIAL OPS VETERAN AND SCOURGE OF MERCHANT SHIPPING

THERE has only been one previous HMS Unseen — P51, a U-class diesel electric submarine built by Vickers Armstrong at Barrow during the 1940 work programme.

After a short work up in the Clyde areas under the command of Lieut. Michael (Tubby) Crawford, she carried out an initial U-boat patrol in the North Sea before sailing for the Mediterranean, arriving in Gibraltar in October 1942.

During the following months P51 was involved in Operation Torch, the invasion of North Africa. She was stationed off the coast of France conducting surveillance operations against the Vichy Republic.

In March 1943 P51 was sent to the Northern Approaches to Messina to intercept the Italian battle fleet should it come south.

She was then sent as part of the 10th Submarine Squadron to take part in Operation Husky, the invasion of Sicily. Her main task was to lay navigational aids.

During this time she also carried out several successful operations using Chariots — manned torpedoes — against Italian ships in harbour.

In August 1943 she was released from special operations and returned to normal duties with a patrol off Bari. On the 27th she sighted the Rastrella, an Italian merchantman of 1,530 tons, escorted by two destroyers. She closed to a good



Lieut. Tubby Crawford (right), commanding officer of HMS Unseen throughout the Second World War, is pictured in the Ops Room of Malta's submarine base. With him is Lieut. Thomas Barlow, CO of HMS United.

attacking position and fired four torpedoes.

One of them hit abaft the funnel. After waiting for 40 minutes, during which time retaliatory depth charges were dropped, P51 returned to periscope depth to see the escorts making for Bari. A little wreckage and some survivors on a raft were all that remained of the Rastrella.

The Unseen returned to Malta at the beginning of September with four of the survivors and was then sent to Spezia. At

this time she attacked two more merchantmen, sinking one and damaging the other.

Following a short stop at Algiers she returned to sea, but shortly afterwards was attacked, sustaining minor damage. She was forced to return to Malta.

She left the island on December 12, 1944 for her final patrol, during which she was depth charged by an anti-submarine vessel she had failed to detect. Fortunately, again the damage was only minor.

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JACK

BY TUS



DROP US A LINE ON THE ANCHOR

ON A recent visit to Singapore I had the privilege of being shown around Sembawang Camp (ex-HMS Terror).

The old Terror structures remain intact but some have taken on a different role. For example, the old Petty Officers' Mess is now the School of Maritime Training, and the Chief Petty Officers' Mess the Museum of the Republic of Singapore Navy, with the Wardroom the home of Midshipman training.

Past naval divers will be pleased to know that their old diving school is still used by the Singapore Navy and bomb disposal personnel from the Singapore Army.

On the walk about it wasn't hard to picture the once Royal Navy presence here with personnel and families enjoying themselves around the swimming pool or ships' companies of visiting ships cheering on their sides in the double header matches on the floodlit pitch. Then it was across to the Armada Club for a good get-together.

Museum

On the sporting side, only the floodlit pitch remains (soon to disappear). The remaining pitches have been swallowed up in the industrial developments and, of the once four swimming pools only the main pool close to the sports offices remains in use.

At the end of my visit I was asked if I could help in gathering any information or photographs from past Royal Navy personnel who served there and which would help in building up the Royal Navy section of their museum. One piece of information they are keen to receive concerns the large anchor which lies outside the old Wardroom entrance. When was the anchor first displayed; which ship did it come from (British/Japanese); and does it have any historical background?

If anyone can help over this or has any material which would be of interest, please send it to Senior Warrant Officer Wee Cheng Leong, Republic of Singapore Navy, Panglima SNT., Sembawang Camp, Singapore 2775.

If you happen to be in Singapore on holiday or business and would like a look around the old Terror you can ring 2573322 (ext. 259) to see if it is possible to arrange a time. — K. Hibberd, Ex-CPTI, Oxford Airport, Kidlington, Oxford.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

NN

Letters

NN

How index linking led to 'pensions trough'

WHY am I and thousands of other ex-Service pensioners who went to pension during the 1976-78 period now considered to be worth less financially than our contemporaries — some £1,000 to £1,500 p.a. less than those who went to pension in the years either side of 1976-78?

Why are they now saying to us, as we have reached or approach our 55th birthdays and our index-linked pensions, "Sorry lads and lasses, you did your time, served your country well, did all we asked of you, but we now

Mightier Vanguard

FOR decades it has been nice for me to reply to the question "What was your last full-time ship?" with the answer "Vanguard actually — you know, the last one." Until now — how time flies, nothing can be relied upon forever ...

There is now another Vanguard. Not the same, though — only just over half my magnificent ship's length and only a third of her displacement. And not so fast as her 30½ knots (ten per cent. overload and clean bottom).

But the destructive power! My wonderful ship had acres of white teak deck, nearly 2,000 men and 14-inch armour covered with gleaming gloss enamel — but the 100 tons guns hurling one ton shells 20 miles are so eclipsed by such firepower from the new submarine that it's best not to think too deeply about it. Exciting — but sad, too. — Lieut.-Cdr. P. Rhodes, Horning, Norfolk.

consider you to be worth substantially less financially than your colleagues?"

I work with a colleague whose career was identical to my own, i.e. 22 years, CPO, left at age 40, but who went to pension in 1975. His pension on discharge was marginally less than my own in 1977, but his indexed pension is at present worth £1,200 p.a. more than the figure for myself due from April this year at age 55.

How can such unjust, unfair and morally wrong discrimination be allowed? What a slap in the face for us who served but went to pension 1976-78, and are caught in what is dismissed as the "pensions trough." Who do we have to shout our corner that we should have parity with our colleagues who served identical careers? — R. Potter, Ex-CPO, Exmouth.

● Many people who retired in the 1976-78 period and are now reaching 55 may be interested in this MOD reply on the operation of the AFPS — and of how the "pensions trough" came about:

PENSIONS under the provisions of the Armed Forces Pension Scheme are derived from the length of reckonable service given and the relevant rate of pay effective for the date of discharge.

Variations in rates of pension received by individuals of the same rank and length of service

who are discharged at different times can occur at any time as the result of a combination of two factors.

On the one hand, initial pensions will differ because rates of pay are increased periodically, and these increases affect new awards. On the other hand, pensions already in payment are index-linked to provide protection against the effects of inflation.

In the period 1976-78 this normal potential for variations to occur was accentuated by Government pay restraint policies. The normal rules of the AFPS continued to apply and new awards of pension for comparable service increased in proportion to the limited increases in pay levels which were allowed. There was certainly no decrease compared with equivalent awards made previously.

Pensions already awarded continued to be index-linked in line with the rate of price inflation — but where discharge to pension is before age 55 the increases are not actually brought into payment until that age is reached.

There was no difference in treatment between those who were discharged before during and after the so-called "pensions trough". However, because of the high inflation at that time the increases applied to pensions already in payment were much greater than the increase in new awards, linked to pay increases, for those who left to pension during the restraint period.

After that period, pay increases tended to be greater than the then rate of inflation and those retiring subsequently benefited in correspondingly higher basic awards of pension.

Similar effect would have applied to many people covered by salary-related pension schemes who retired in the 1970s. However, the differences are particu-

larly marked for those in public service schemes, including members of the Armed Forces, because they benefit from full index-linking.

It was recognised at the time that the combination of pay restraint and continued full index-linking would have this effect, and the situation was very carefully reviewed in 1979. The re-

view covered all the public service pension schemes involved and considered whether there was any acceptable basis for artificially adjusting pensions which had been awarded, and indexed, in accordance with the formal rules of these schemes.

It was, however, concluded that it was not practicable to do so.

First RND memorial 'in pristine condition'

CONCERNING correspondence on the Royal Naval Division, the original memorial to the RN Division and RNVR is in the grounds of the Royal Naval College, Greenwich, Park Row side, and is in pristine condition, unlike the memorial in Crystal Palace.

I understand that the Greenwich site was chosen as the memorial had to be moved from Horse Guards Parade owing to the building of the Citadel before the Second World War.

Incidentally, the RN College Chapel has the memorial bronze plaque to convoy signalmen of 15 lost armed merchant cruisers

of the Second World War which I understand were crewed mainly by Reservists, RNR, RNVR, RFR Pensioners, T 124 ex-Sea Cadets Corps with a sprinkling of Active Service officers and ratings. — W. F. Cross, London Division RNVR and RNR Old Hands Association, New Southgate, London.

Yet another code-book . . .

I AM delighted that the Mill Hill BFPO mail centre is transferring to electronic sorting which I am sure will provide an even faster service to those of us at sea.

We now all have an additional three figure "post code" in our address to remember, e.g. BFPO 289. Moreover, we need a directory, yet another sheath of paper on our desks, if we are to write to other ships in our squadron or flotilla.

Those in shore establishments have had their own post code, given to them by the Post Office, for years. Those of us at sea have also had a "post code" for years so what do we want with a new one? Mine? BFPO D96! — Postman Pat.

● But don't be confused! The pennant number given by our correspondent simply identifies the ship. The new BFPO number is the one to use for mail.

NN Navy News

No. 454 38th year

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All points of the compass for the Fighting Fourth

IN support of both national and Nato commitments the Fourth Frigate Squadron has been busy conducting naval operations north, south, east and west of the UK.

HM ships Ambuscade and Alacrity were involved in exercise Teamwork 92, the annual Nato exercise held in and around the north coast and fjords of Norway while further south HMS Active, serving as Falkland Islands Guardship, enjoyed a visit to Montevideo which saw the first joint RN/Uruguayan exercise for 23 years.

After completing her duties in the South Atlantic HMS Active heads for the Caribbean to assume the role of West Indies Guardship before returning home at the end of July.

The eastern Mediterranean and Adriatic have been the home for HMS Arrow where she provided RN support for Operation Celia. Now recently returned to Devonport she is enjoying some well-earned leave before commencing a period of maintenance.

HMS Avenger has been patrolling the waters of the Caribbean as West Indies Guardship and has been operating with a host of drug enforcement agencies. Her ship's company has also enjoyed visits to a number of Caribbean islands and mainland USA.

Naafi news

NAAFI clubs on naval bases throughout the UK scored highly in the 1991 Naafi Club of the Year competition.

Regional awards were made to the Galaxy Club, HMS Warrior and the Raleigh Club, HMS Raleigh.

Judging in the competition is based upon sales, appearance, cleanliness and friendliness, with each winning club receiving a commemorative certificate and a cheque for £150.

Last tide for RFA

THE Royal Fleet Auxiliary oil tanker Tidespring has made her last journey to the scrapyard.

The Falklands' veteran has been bought by a scrap merchant in the Far East and was towed out of Portsmouth harbour by a Russian tug.

Her Majesty lunches with the Board



A HOST of admirals greeted the Queen Mother when she was entertained to lunch by the Navy Board at Admiralty House.

Pictured with her, above, are, left to right, Admirals Sir Michael Livesay, Second Sea Lord, and Sir Julian Oswald, First Sea Lord, Vice-Admiral Sir Kenneth Eaton, Controller of the Navy, Rear Admiral Peter Abbot, Assistant Chief of Naval Staff, Vice-Admiral Sir Neville Purvis, Chief of Fleet Support, and Admirals Sir Jock Slater, Commander-in-Chief Fleet, and Sir John Kerr, Commander-in-Chief Naval Home Command.

The lone civilian in the centre, standing directly behind the Queen Mother, is Mr. James Stewart, the Second Permanent Under Secretary of State.

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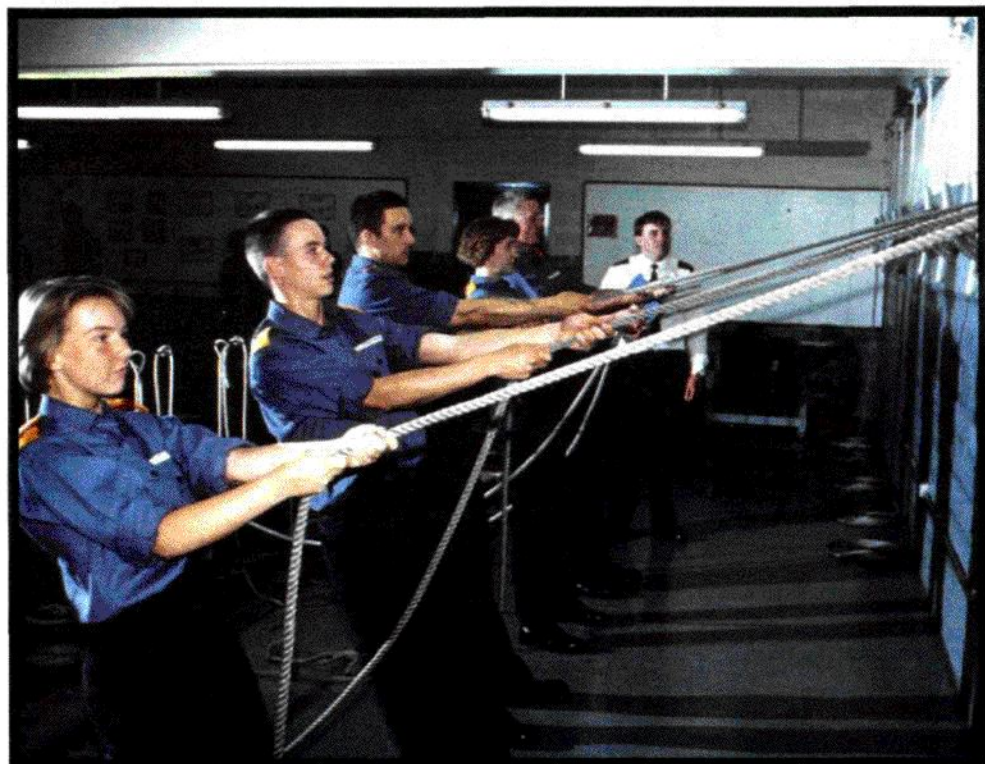
WWG/NN

FORD VAUXHALL PEUGEOT ROVER LAND ROVER VOLVO MERCEDES BENZ VOLKSWAGEN AUDI

Navy News sees how the girls shape up to the first sharp shock at HMS Raleigh — and finds:



SOME MORE EQUAL



SEXUAL equality in naval training was just a pipedream, they are saying now at HMS Raleigh — but no-one's losing any sleep over it.

For while full integration of the WRNS into the physical side of courses at the Royal Navy's new entry training establishment soon proved impracticable, the girls are still arriving with a set of advantages over the boys that keeps them in the top rank of today's sailors.

Even the most time-hardened, battle-scarred instructors — male and female — have come to the conclusion that from Day One the girls are ahead in terms of maturity, self-discipline and domestic skills. They don't even get so homesick.

"It's not just that we expect them to be better at ironing shirts — that's an absolute nonsense, anyone can hack ironing," says Lieut.-Cdr. Rick Evans (perhaps a bit too confidently!)

"It's simply that girls mature earlier than boys — and at 17 are coming in a year later anyhow. And the immature ones tend to let things like ironing pile up until it gets out of hand."

"So it's just a question of organisation — and almost without exception I don't have any problem with the girls that way. The fellows, the young immature ones, I have a lot of trouble with..."

When it comes to bodily fitness for Service life, though, the girls are too often found wanting — and it's not just a design problem. They may not be built for speed and strength like their male counterparts, but the fact is they are in worse physical shape on arrival than they should be.

Raleigh's Training Commander, Cdr. Adrian Jones, blames this on the decline in competitive sports in schools.

"We did a survey in 1985 that showed this up and we're about to do another one — and we don't expect to find



much change," he says. "It's the team games that have gone — the outstanding athletes we find here tend to be in individual sports. The squash players or the cross country runners — not soccer or hockey players. The growth of the leisure industry tends to cater for them more, but it's not enough to make up the numbers."

Lieut.-Cdr. Evans says the lads tend to be fairly strong anyway, particularly in the legs, by virtue of the games they enjoyed playing as children. Almost all of them will make their 11 minute target in the 1½ mile run.

"But with the girls, on a bad day we can get a 60-70 per cent failure rate on their target of 13 minutes."

"It's not that they can't do it. I've looked at their faces when they line up for the starting gun and it's quite obvious they're thinking 'I can't do this — I've never run for a bus let alone a 1½ mile run in my entire life.'"

"They have no excuse, really. Months before they turn up here the recruiting officers warn them to go and start getting themselves fit, but they don't bother — they wear all the fashionable gear, the expensive trainers and sweat-shirts and so on — but they don't do any of the sports that go with it..."

"The success story of it all is that at the end of the six weeks, with 24 hours to go before their parents are here for the big parade, they've passed everything else and

they've put in a lot of effort in covering a whole lot of physical hurdles in between, with obstacle courses, assault courses, lots of gym and long walks and runs — and when they line up then the difference in the look on their faces is dramatic.

"It's only six weeks, so we can't do that much, they just lose a bit of soft puppy fat — but they believe they can do it, that's the thing, and nobody is going to stop them."

"I can hear the gaggle of conversation after the run and the sense of achievement is palpable. On average they will have lost 2-4 minutes off their initial run times and in the past 18 months I've only had to lose one girl — out of goodness knows how many hundreds — for her inability to make the target time."

"When we started, integration was going to mean integration — and any physical event would just have its 20 per cent of Wrens and that would be it. But we quickly found we were hurting the girls much too often — and my only dictate now is that they run on their merits."

"Each class is divided into teams and the A team will go for the trophies and try to beat the records and the rest will go for fun and do the best they can. The A teams tend to be all male — but if we find an extremely capable young lady who is a potential PTI then she will be included too."

Part of the girls' initially poor athletic showing is down to the changing nature of today's candidate for life in a blue suit. Boys and girls alike, they all spend a week with Lieut. Angie Hancock before they are subjected to Lieut.-Cdr. Evans' regime — and she has noted the difference.

"For me it was undoubtedly the sports opportunities that were so attractive — but if I was coming in again at 17 I would be there for the sea time," she says.

"There are so many different trades open to the girls now — and there has never been any doubt about the girls' ability to serve at sea, for we have had no problems on the professional side

NN Navy News

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THAN OTHERS



whatsoever.

"Even so, to be honest, at the beginning we were a bit harder on the girls if anything — because the instructors, especially the males, did not want to be accused of showing them any preferential treatment.

"I make no bones about it — the girls do struggle physically. We learned very early on that we couldn't integrate for an assault course or a five mile run, because the girls were becoming dispirited and despondent — and the lads were gaining nothing as we had to slow the groups down so much.

"So now the girls go off first and the lads cheer them on — and they still feel part of the team while they don't have the pressure of competing against them."

Other tests are carried out in mixed groups, however — and when it comes to simple determination and will-to-win, as during a long haul over Dartmoor, the girls' presence can exert the same pressure back. If the one girl in the group refuses to give up, none of the boys will want to be the first to drop out . . .

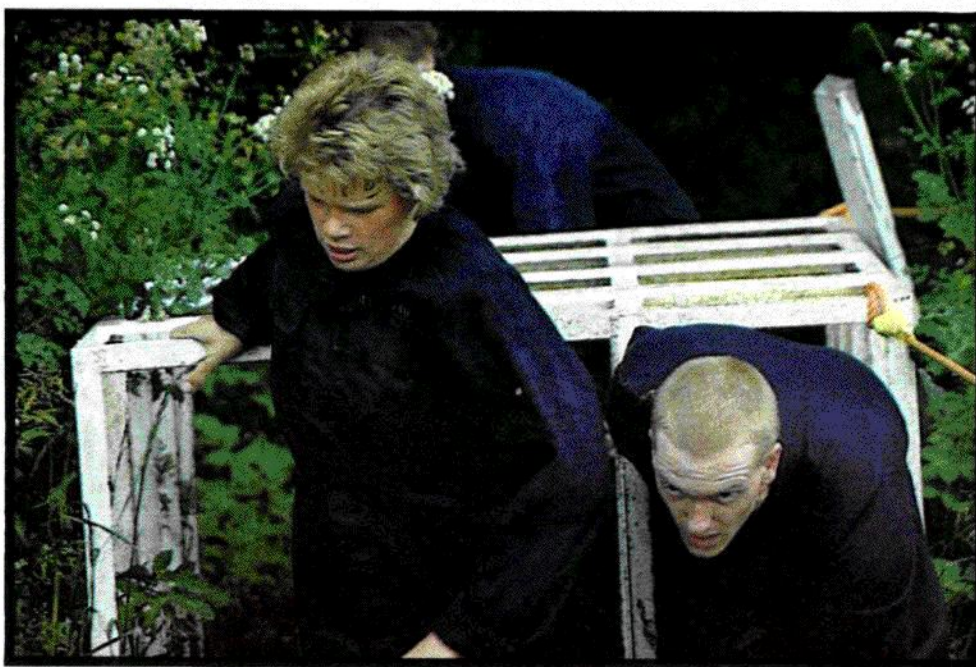
"If anything, the girls are proud to show their worth against the lads while they're here," Lieut. Hancock maintains. "Since there are usually only five girls in a class of 35 they have to — if they can't do it here they won't be able to anywhere else."

She has the knack of spotting the difference between genuine failure and lack of effort.

"Discipline is not a problem — but getting the best out of them is. I'm sure that with the vast majority of women, if they find it difficult they will turn the tears on — and they do.

"Well, if an instructor finds himself in a situation with a weepy woman and he can't handle it, he should send her straight out of the office and tell her to go and wash her face and come back again.

"It's the best way — if a girl is under stress only because



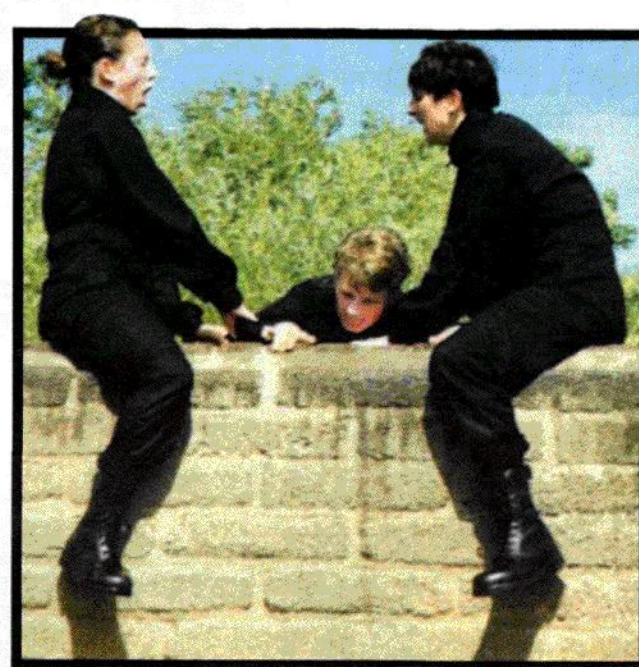
she didn't work hard enough he has got to learn, just as she has, that it's not going to be tolerated.

"I've had it, too — and I tell them to leave the room and not to return until they can speak to me like adults and not like blubbing children. . ."

The truth is that in the end HMS Raleigh has had to make

very few concessions to femininity — though one still causes faint irritation to Lieut.-Cdr. Evans.

"We had to put in extra power points for their hair driers and when they come back from the assault course they all go on at once. I can always tell — the light in my office loses power . . ."



"... at the beginning we were a bit harder on the girls — because the instructors did not want to be accused of showing them any preferential treatment."



Commander's happy return



TO CELEBRATE the ship's 25th birthday, "Up Spirits" was piped on board HMS Intrepid... and doing the honours was the commanding officer, Cdr. Ron Lang, an ex-naval butcher whose job it was to issue the rum in the days before the tot was abandoned.

As a CPO, Cdr Lang was the Intrepid's physical trainer and chief quartermaster during his first commission. He attended her commissioning ceremony at John Brown's shipyard on the Clyde in 1967.

The following year he left for the SD Officers course, never dreaming he might one day return as the captain. He's pictured turning back the clock 25 years, taking the wheel of the Intrepid once again.



PUSSERS ON TOP

WHEN Commodore Chris Hebron handed over command of HMS Nelson at the end of April a unique period of management at the establishment came to an end.

Chance (?) had brought together three Supply officers to form the senior management team of HMS Nelson — (pictured from left) the Executive Officer, Cdr. David Humphrey, Cdr. Hebron and Base Supply Officer Cdr. David Smith.

No further captions for the photograph are required, thank you!



People in the News



FOCAL POINT

NIGEL Chilcott, former Royal Navy commander, has been appointed secretary to a new body which will act as a focal point for the 82 Training and Enterprise Councils in England and Wales and for the 22 Scottish Local Enterprise Companies.

PARALLEL LIVES

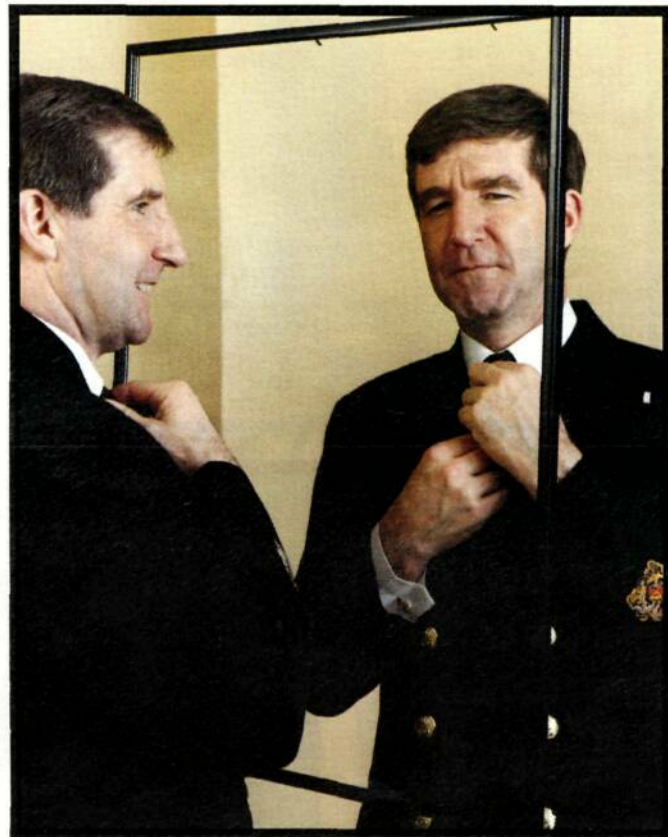
IDENTICAL twins Warrant Officers Peter and Paul Hitchcock will quite understand if those around them get a little confused now the two are both serving in Portsmouth Naval base.

Paul has left the training design section in HMS Dryad to join the Fleet Signature Reduction Control Unit at CINCFLEET and Peter is currently with the Minor War Vessels Group at Captain Weapon Trials and Assessment.

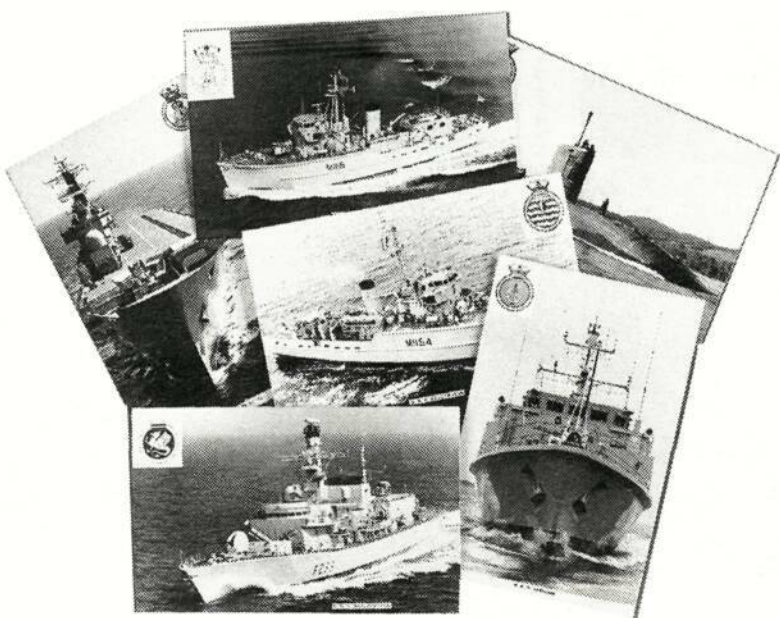
The twins joined HMS Ganges as junior seamen in 1962 at the age of 15 and chose to specialise in the torpedo and anti submarine branch. Fortunately for their instructors, Paul was sent to the underwater control (UC) group and Peter to underwater weapons (UW). But that didn't stop them from exchanging uniforms when it suited them!

Before promotion and their different sub specialisations led to them being split up, Peter and Paul served together in HM ships Diana and Sirius.

The two gained promotion to Warrant Officer within a year of each other: Paul (facing camera) as WO Sonar in 1985 and Peter as WO Minewarfare in 1986.



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Posted to paradise



Brian and John demonstrate that essential piece of kit for the British gentleman abroad — the umbrella.

IF IT weren't for holidaying Army captain — and sometime Navy News informant — Leo Callow, no-one may ever have heard of the selfless work of Lieut.-Cdr. Brian Halliday and CPO John Reed on the beautiful Caribbean island of Dominica.

The two have been loaned to the Commonwealth of Dominica to assist with the training of her Marine Police Unit. They also advise on other issues, including oil pollution and maritime disasters.

Close to paradise the island might be, but there is serious work to be done. On the very day they were photographed Brian and John had been involved in the recovery of a light plane, which had crashed into the sea near their HQ.

The pilot and co-pilot, who were on a training flight, had been killed. It was no easy task to recover the wreckage, which was 140ft down.

The accident aside, Brian had to admit, "The island is well worth a visit if you're coming this way. Dominica certainly is different, with its many high mountains, boiling lake and spectacular waterfalls.

"Not to mention a river for every day of the year flowing through a rain forest paradise yet unspoiled by tourism... and long may it remain so."



People in the News



Message from big brother

AB(EW) Andy Pearson, serving with the Fleet Electronic Warfare Support Group on board HMS Invincible during Exercise Teamwork '92 in a communications monitoring role, certainly recognised one voice on the set ... it was that of big brother, Lieut. Steve Pearson, an AEW Observer of 849 A Flight. It was the first time the brothers had served in the same ship.

Picture: LA(Phot) Dave Trish



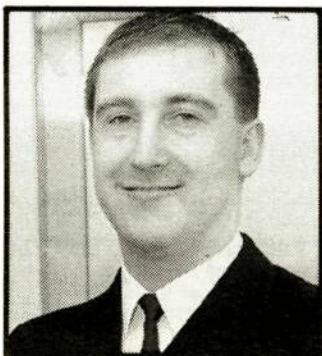
Picture: LA(Phot) Chris Brick

Recognition for professionalism

LIEUT. Roger Marsh, serving at RN air station Culdrose, has been awarded a commendation from the US Secretary of the Navy.

It marks his professionalism, initiative and devotion to duty while serving on an exchange appointment as Assistant and Primary Aircraft Traffic Control Officer for Naval Air Station Oceana, Virginia, from March 1989 to June 1991.

The citation particularly commends "the outstanding around-the-clock support provided to five carrier air wings preparing to deploy to Operations Desert Shield and Desert

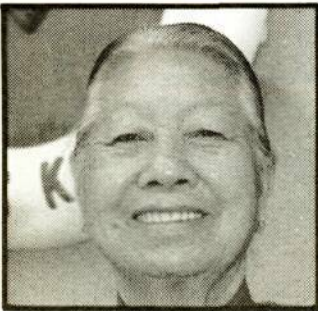


Storm", and his part in ensuring the success of homecoming celebrations.

WRITERS WANTED

WHEN HMS Tamar moves to Stonecutters' Island next year one of its best-loved characters is likely to go into retirement. It will inevitably be a wrench for Jenny — of Jenny's Side Party — but those around her are hoping Navy News readers may be able to soften the blow.

Jenny — born Ng Muk Kam in a sampan in 1917 — has for



64 years served the Royal and Commonwealth Navies in Hong Kong faithfully as an unofficial ship-side cleaner and painter.

In 1980 she received the British Empire Medal. Other acco-

lades over the years have come in the form of letters of commendation, correspondence, photographs and memorabilia, all carefully stored and cherished.

Sadly, while Jenny was in hospital undergoing minor surgery, a large portion of her treasured collection was inadvertently destroyed. Jenny was heartbroken.

She particularly regretted losing the addresses of so many friends and is anxious to re-establish links with previous correspondents. So all sailors who have had contact with Jenny in the past or benefited from her kindness, please take the time to drop her a line and inform her of your whereabouts.

Write to: Jenny, c/o The Chinese Drafting Office, HMS Tamar, BFP01.

GOOD, MANNERS

TO MARK his 40 years' service to the Royal Navy, Royal Naval Reserve and the Royal Naval Auxiliary Service, Mr. Len Manners has been awarded the Lord Lieutenant of Suffolk's Certificate for Meritorious Service.

He joined the RN in 1952 and served for 12 years in destroyers, submarines and minesweepers. On leaving the Navy he went to work for Vosper Thornycroft and joined the Royal Naval Reserve at Southampton.

Having moved to Lowestoft to forward his career, he served as a chief engineer

in the RNXS, where he continues to be responsible for the operation and maintenance of the fast patrol craft and fleet tenders. He also trains junior engineers.

Mr. Manners is an active member of the Royal Naval Association's Beccles Branch.

COUSINS: ONE REMOVED



COUSINS POWren Education and Training Support Tracy Booth (left) and LWrenETS Vicki Luke have just finished an 18 month stint of working side by side at RNSETT, the Royal Navy School of Educational and Training Technology.

Both were awarded Herbert Lott Awards in

1990: Tracy for her service as Leading Wren at Seaton Barracks, Plymouth, and Vicki for her work as a Part IV at HMS Mercury.

Tracy has now been posted to HMS Collingwood Education Centre, while Vicki will remain at RNSETT until October.

SNAP

THEY share a name, establishment and trade, but naval photographers acting CPO Stuart Antrobus and LA David Antrobus aren't related. Still, now they've something else in common — they have been awarded their Long Service and Good Conduct Medals at the same time.

Stuart, whose father Ron served in the Royal Navy for 24 years and whose brother George is a CPO medical technician, joined the Service in 1976. He is currently in charge of the photographic section at HMS Daedalus.

David joined the RN back in 1969. His service has included HM ships Bristol and Herald and he has visited Hong Kong, Japan, Alaska and Canada. He is also based at Daedalus, with the Naval Air Command Video Production Unit.

Meanwhile, photographer colleague, CPO Ron "Radar" Thompson, has left the Service after 22 years. But he'll not be hanging up his camera. He's gone into business producing photographs at the Submarine Museum, HMS Dolphin.

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Sally's all set for Disneyworld

A HOLIDAY of a lifetime looks on the cards for two young Devonport girls thanks to the ship's company of HMS Minerva.

AB Mark Astley, left, got the ball rolling after hearing his fiancée's sister, Sally Watkins, centre, suffered from cystic fibrosis and thought it would be a good idea to send her on an all-expenses trip to Disneyworld, in Florida.

Various events were organised, including a sponsored swim by the First Lieutenant Lieut. Cdr. Mike Mason, right, and so far they have raised £1,500.

Sally's friend Amy, who could not attend the cheque presentation due to illness, will also be going on the holiday.



Helping Hands



Blind date

WORK on behalf of the blind by a former RN veteran, who collected £10,000 in 17 months from regulars at his local pub, has been recognised by the Guide Dogs for the Blind Association.

The money collected by Bob Green (72), who served in the Russian Convoys, was raised at the Five Bells Hotel, Weston Turville, near Aylesbury and has been used to buy and train a puppy. At a special presentation Bob and hotel manager David Wade were handed pewter guide dog statues as a "thank you" from the association.

A-WARD WINNERS

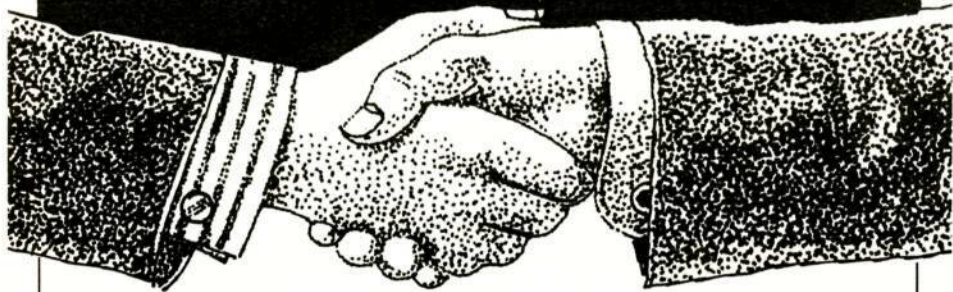
CHILDREN on the Catherington Wards at St. Mary's Hospital, Portsmouth, received a surprise visit from students of LR(Q)C 53, from the RN Regulating School at Whale Island, when they arrived along with Training Officer Lieut. David Price, course instructor MAA Kevin Williams, and RPO Philip Fawcett, to present a cheque to hospital staff for £1,204.

Safeways car wash

Students and staff of LR(Q)C 50 and 51 raised £650 during a sponsored Fancy Dress March Past at Whale Island while the remainder of the money was raised by LR(Q)C 53, who took part in a "grand car wash" at Safeways, Anchorage Park, Portsmouth.

In just 12 months a total of £3,254 has been raised by the Regulating School in aid of the hospital.

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Happy landings for Danny

ON A cold and damp morning, toddler Danny Partridge, son of the late LPT Tony Partridge, watched in amazement as a group of grown men and women threw themselves off the top of HMS Cochrane's Junior Rates Block, little realising it was all for his benefit.

Following his father's tragic death in the Falklands last year, a trust fund was set up to provide for Danny's future educational needs and the sponsored abseil, organised by POPT Graeme Morrison, was one of several events contributing to the fund.

Led by HMS Cochrane's executive officer Cdr. Rory Laird, and under the supervision of the Staff Recreation Officer to FOSNI Lieut. Chris Bate, the team of volunteers braved the elements and raised in excess of £500.

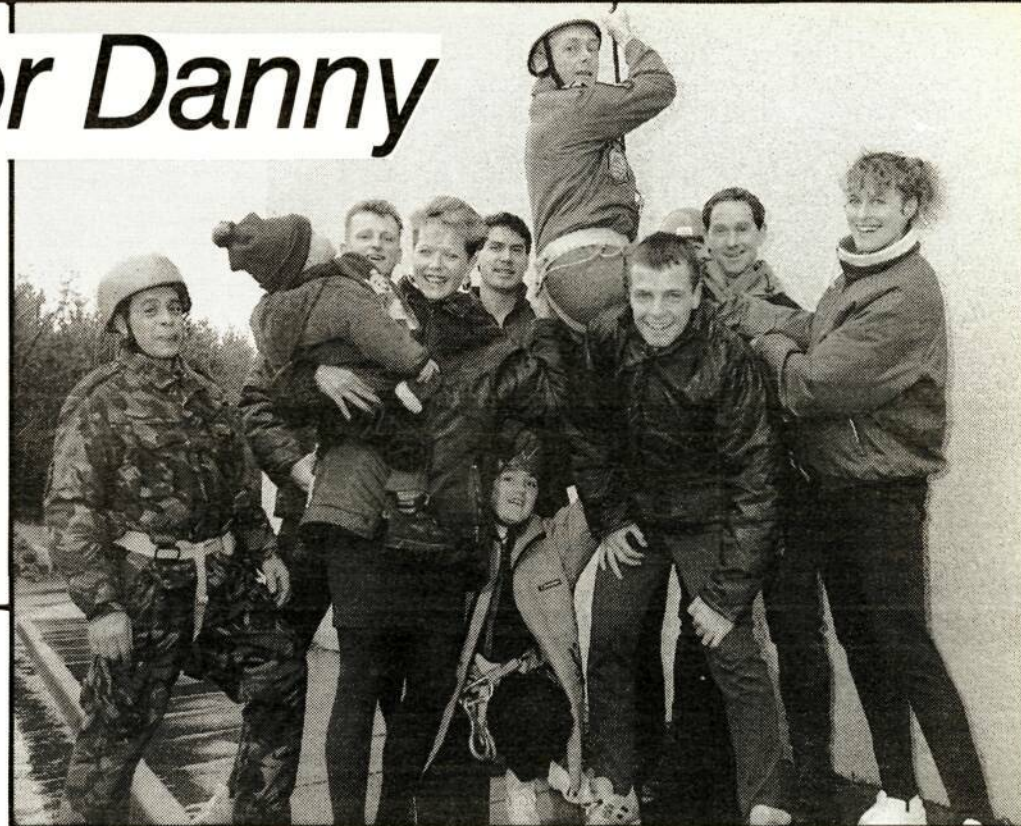
Over half of that amount was raised by one

single descent, that of Captain Fleet Maintenance Capt. Robin Johns and rumour has it that "make and mends" came expensive for FEC personnel that week!

Altogether HMS Cochrane has raised a total of £2,500 towards Danny's trust fund. Service personnel in the Falklands and the Falkland Islanders themselves have raised £8,000 and the RNPTBA have added a further £4,000 so Danny's future now looks secure.

Danny is pictured in the arms of his Mum Lorna, keeping a close eye as the abseiling team provide a soft landing for Cdr. Rory Laird. They are, from left, LSTD Mike Tallickter, LPT Mark Bradshaw, LPT Ross Groves, WRENWTR Tracey Blake (under the pile), LPT Tomo Thompson, POPT Graeme Morrison and LWRENPT Steph Naylor.

Picture: CPO(Phot) Barry Hill



Bike ride

A CYCLE ride by three members of HMS Berkeley ship's company — AB(D) Clive Dunn, CPOMEA Andy Tower and AB(D) Tab Hunter — raised £800 for the Stroud branch of Mencap.



PUSH OFF...

IT was no pushover for 11 members of the USGC Group, ARE Farnborough, when they took part in a charity "pushathon" from Fratton Park Football Club to the Fareham branch of the Nationwide Building Society in aid of Action and Research into Multiple Sclerosis (ARMS).

Sponsorship brought in £511 (£1,270 was also collected from the public on the day) and the cheque was presented by the commanding officer of the group's naval party, Lieut.-Cdr. Paul Gibbons, standing centre, to Lieut.-Cdr. Jan Gooding (retd.).

Jan Gooding (sitting), an ex-submariner and TAS specialist, joined the Navy in 1961 and spent the last eight years of his career in the MOD until he developed MS in 1986.

He was invalided from the Service last year and now assists in fund-raising for the Portsmouth ARMS Centre.

Pictured at the presentation are WO Phil Summers and LWREN Zoe Neil from the Farnborough team. Teams from HMS Dolphin's Escape Tank Crew and Pompey Football Club also took part in the push.



Helping Hands



Tiffies go over the top at Sultan

ARTIFICER apprentices from HMS Sultan were jumping for joy in more ways than one when they raised £400 for the Spastic Society.

The eight tiffies leapt from the top of Fareham's Civic Centre, 140ft. above the ground, but fortunately, they were all attached by ropes and abseiled safely to the bottom where they were each awarded a certificate marking the event.

On a visit to Liverpool, HMS Boxer's Welfare Fund presented the Mayor of Trafford with a ship's clock and a cheque for £170 for the Trafford Narrow Boat Trust.

The Trust was officially launched early last year with the intention of providing a narrow boat specially adapted for use by physically handicapped and other disabled

young people from Trafford — £35,000 is needed to pay for the boat and already the keel has been laid down.

Volunteer bands from HMS Collingwood and HMS Nelson, along with musicians from HMS Daedalus, HMS Dolphin and RNH Haslar, gave a charity concert which raised £600 for the HMS Collingwood Volunteer Cadet Corps.

Officers and Senior Rates from HMS Collingwood have also been raising money when they took part in a blindfolded ten-pin bowling challenge in aid of the Royal Institute for the Blind.

When the game was finally over £483.75 was raised which was later presented to the Hampshire Appeals Organisation for the RNIB, Christine Fielder.

A cheque for £250 was presented on behalf of HMS Drake by CPO Taff Rees, Adventurous Training Officer, to Dr. Roger Beck, of the Dartmoor Rescue Group.

The donation was made in support of the group's appeal to raise money to provide a new building for their rescue vehicles and equipment at Tavistock, in Devon.

During a visit to the Sick Children's Hospital in Yorkhill, Glasgow, crew members from the nuclear submarine HMS Valiant presented a cheque for £100 which was raised by the sale of gifts and souvenirs in the ship's canteen.

A team of 50 Young Officers, led by Lieut.-Cdr. Mike Pearey, from Britannia Royal Naval College, provided a helping hand on a visit to Mount Edgumbe Country park, at Cremyll.

They cleared some of the park's 800 acres of soil-damaging vegetation to allow room for planting other less destructive species while another group cleared the beaches of litter and household waste washed ashore by the tide.

spent his final months.

□ □ □

A concerted charity fund-raising effort by members of the WOs' and CPOs' Mess in HMS Daedalus resulted in a £1,000 cheque being presented to the Neo-Natal Special Care Baby Unit at St. Mary's Hospital, Portsmouth. The presentation marked the end of a series of raffles, voluntary donations and games nights organised by mess members.

When CPO Brian Stuart, of HMS Dolphin, booked his place to run in the Abingdon Marathon he decided to run it in memory of CPOWEA Ronald Le Fur, a colleague from the base, who died of cancer last year.

Bryan completed the marathon in 3 hrs. 45 mins. and raised £1,027.30 which has been divided between the Imperial Cancer Research Fund and the Countess Mountbatten Hospice, in Southampton, where CPOWEA Le Fur

There is still time to raise money for the Barnardos Make A Century Appeal which runs until the end of this month. Just think of an activity you can do a hundred times and then find someone to sponsor you — and the more imaginative the activity, the better! For further details contact Barnardos Area Manager, Mrs. Christine Hill, Barnardos, The East Point Centre, Burgoyne Road, Thornhill, Southampton SO2 6PB (tel. 0703 405070).

□ □ □

The success of 360 Sqn.'s 25th anniversary celebrations held at RAF Wyton provided a surplus of £265 and as the squadron is unique in being 75 per cent. RAF and 25 per cent. RN the money was divided on that basis between the RAF Benevolent Trust and the Fleet Air Arm Memorial Church Appeal.

... AND PULL OVER



PROVING there's at least one way to get the buses to run on time are officers from Britannia Royal Naval College, Dartmouth, led by Lieut.-Cdr. Geoff Thompson, who took part in a sponsored bus-pull.

Before the event, held in aid of Torbay and Community Playbus Association, they applied two coats of protective polish to the bus and then, with help from students and pupils from

Paignton Community College and Roselands County Primary School, they raised £450 in the big pull.

The project was supervised by Mrs Chris Webster and Mrs Sandra Skilton from the Playbus Association and was launched by the Mayor and Mayoress of Paignton, Cllr. and Mrs Dolman, seen here lending a helping hand.

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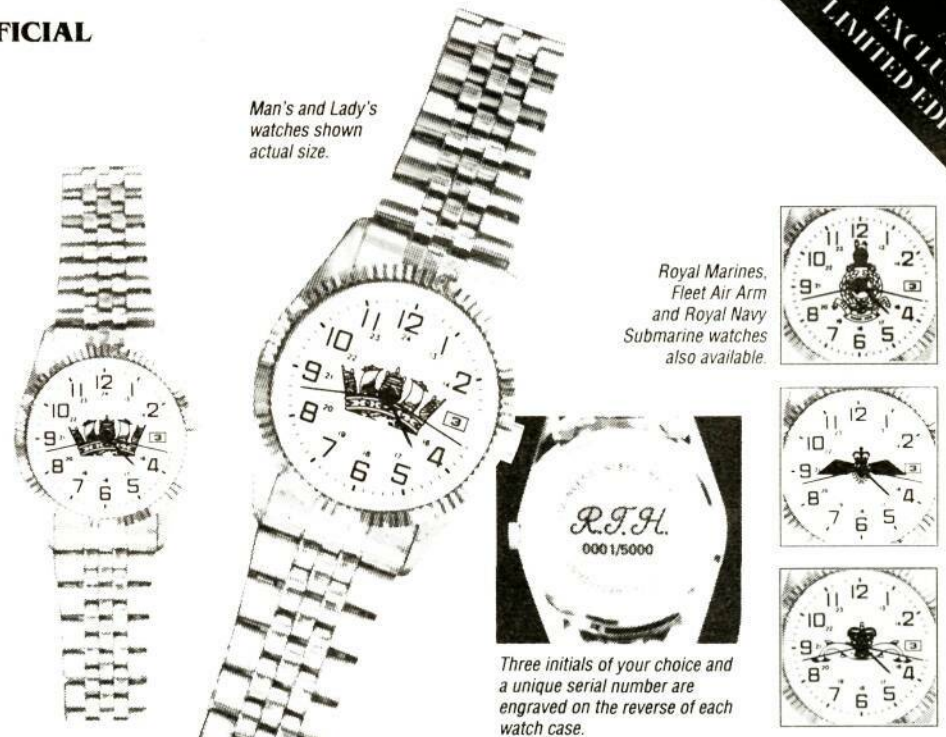
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Comms team turn to full integration

THE future training and career pattern of Communication Branch ratings is defined in an updated announcement, which says this will encompass the cross-training of Tactical and General ratings, WRNS to sea, shore service WRNS, and the more senior non-cross-trained Communicators.

The aim is to achieve a fully-integrated branch of males and females capable of being employed in any billet for their rate ashore and afloat. Basis for the integration is the cross-trained male and female Radio Operators currently serving at sea. Their career pattern will eventually be standard.

WRNS ratings who joined before Sept. 1990 and are non-volunteers for sea service will retain their present career structure.

It is anticipated that WRNS who joined before Sept. 1 1990 and volunteered for sea service, but are still awaiting conversion courses, will be drafted to HMS Mercury in mid-1992 to undergo a full cross-trained conversion course followed by a sea draft.

WROs who have passed provisionally for LWRO (Shore) will maintain their original basic date and seniority. At any subsequent issue of a B13, providing they are suitably qualified and recommended, they may be advanced to A/LWRO. Confirmation will only occur on completion of an LRO cross-trained qualifying course.

New titles

The programme for task books, WPEs and career courses covering the period 1992-96 is listed.

It is intended that the majority of the present branch will be dovetailed into the cross-trained strength dependant on the rate held and at the earliest opportunity.

Cross-trained Communicators, both male and female, will wear the current RO(G) branch badge appropriate for their rate. WRNS (Shore) — those who were non-volunteers for sea — will be identified by the suffix "U" after their rate. This affects only RO1 and LWROs.

Cross-trained titles and abbreviations for males and females will be as follows:

Junior Radio Operator 2nd Class, JRO2/JWRO2; Junior Radio Operator 1st Class, JRO1/JWRO1; Radio Operator 2nd Class, RO2/WRO2; Radio Operator 1st Class, RO1/WRO1; Leading Radio Operator, LRO/LWRO; Petty Officer (Communications), PO(C)/POW(C); Chief Petty Officer (Communications), CPO(C)/CPOW(C); Warrant Officer (Communications), WO(C)/WOW(C).

New branch titles and badges now apply to current cross-trained males and females. They will apply to non cross-trained Communicators on completion of a full cross-trained LRO or PO(C) qualifying course.

Given fully in the announcement are the rules regarding adult substantive advancement.

DCI(RN) 88/92

New nurse titles

RESULTING from a new three-year course which started in the Royal Navy in September 1989 to meet statutory requirements for nurse education and training, new nurse titles are announced to apply from August 1 this year.

Student nurses who successfully complete the new training programme will register with the UK Central Council for Nursing, Midwifery and Health Visiting as a Registered Nurse (RN).

Trained nurses holding the Registered General Nurse (RGN) qualification may not use the title RN, and RNs may not use the title RGN. They will, however, be employed interchangeably in their clinical duties.

To have one generic title for all QARNNS ratings holdings either the RGN qualification (Level 1 Registration) or RN qualification (Level 12 Registration) the following titles will apply from August 1:

Probationary Student Nurse (PSNN), Student Naval Nurse (SNN), Naval Nurse (NN), Leading Naval Nurse (LNN), Petty Officer Naval Nurse (PONN), Chief Petty Officer Naval Nurse (CPONN), Warrant Officer Naval Nurse (WONN).

Branch and rate badges will remain unchanged. There will be no change to the Enrolled Nurse (General) titles.

DCI(RN) 79/92

Motives for mutineers

SUBJECTS for the 1992 Naval History Prize are: "On the basis of 20th century experience, why do sailors mutiny?" and "Comment on the Royal Navy's role and performance in the War of Intervention in Russia".

Lists of suggested reading to prepare for the competition are given.

This essay competition is open to, among others, RN, RM and WRNS officers and ratings.

In both the officers' and ratings' sections there are prizes of: First, £200; second, £120;

and third, £80. The best overall competitor may also be awarded a medal, and all competitors submitting essays of sufficient merit will be awarded certificates.

DCI(RN) 76/92

But a dish of pain . . .

SPELT out fully are the rules on installation of satellite and cable TV receiving equipment on publicly-owned buildings, including married quarters and barrack blocks, flats, clubs and messes.

This includes application procedure and, for the tenants of married quarters houses, a reminder that applicants are responsible for supply and fitting of the equipment and for insurance against any damage to the house resulting from its attachment, or third party liability.

Applicants also have to confirm that on leaving the quarter they are responsible for removing all equipment and wiring and making good any damage caused by the removal.

Cable TV companies wishing to provide a service over MOD property have to seek approval from the commanding officer before application for a licence.

DCI(Gen) 53/92

Choice of crammers

SHORT residential courses at universities to provide further education and instruction which will be useful within the Service are open to officers and ratings with suitable qualifications and background.

The wide range of subjects covered in courses in the programme for May-September this year includes industrial relations, computers, the social welfare of Servicemen and their families, principles and practice of management, finance and accounting, and interpreters' courses.

Most of the courses last between three and six days.

DCI(RN) 72/92

Type cast away

FOLLOWING a review of kit-marking rules, issue of wooden letter types to new entrants has stopped and metal letter types are being provided for use by ratings during initial training. These can then be retained, on an optional basis, subject to serviceability.



"We're not talking!"

Get Wise on DCIs

In the case of serving personnel, items of kit are to be marked by a suitable marker pen, written freehand on to collars, labels, waistbands or other convenient positions. Alternatively, metal letter types which have been retained may be used, but replacements will not be provided.

The marking should not be visible when items of kit are being worn, other than for name tapes on No. 8 working dress shirt.

New entrant ratings are supplied with computer-produced name tapes for display on their No. 8 working dress shirts.

DCI(RN) 80/92

Strong line on software

THERE is a reminder of obligations under copyright legislation when using computer software in MOD.

This covers a variety of facets, including the point that both Service and civilian employees should use software only in accordance with contract conditions or licence agreement, and that staff found making, acquiring or using unauthorised copies of computer software open themselves to disciplinary action.

Prosecution or civil action at the instigation of the owner of the rights could also be brought.

DCI(Gen) 45

Lacy detail

FULL details are now published of the changes concerning rank lace, insignia and badges worn by WRNS and WRNR officers, RNXS female officers, and WRNS and WRNR ratings.

There are also new badges for branches with no RN equivalent and these are listed.

DCI(RN) 89/92

Charges for discharge

FROM April 1 this year the standard charge payable by RN, RM, QARNNS and WRNS ratings recruits aged 17½ and over who claim their discharge under early release provisions will be increased to £145.

The lower charge payable by artificer apprentice recruits, probationary medical technicians and probationary communication technicians will be increased to £105.

DCI(RN) 80/92

Waiving — the rules

THE rules have now been expanded to reflect suggestions for improved administration of the system of medical waivers used for people applying to

AIM of this regular feature is to give a general impression of new Defence Council instructions affecting conditions of service. In the event of action being taken the full original text should be studied.

take petty officer and leading rate leadership courses at HMS Royal Author.

As many ratings as possible undertake leadership training, commensurate with their physical ability.

DCI(RN) 75/92

Family card issue

FAMILY identity cards may now be issued to members of naval families, as reported in last month's Navy News. An announcement spells out the full details.

DCI(RN) 91/92

Handy guide to tools

NEW handtools introduced into the naval stores inventory after approval by the Navy Department Handtool Committee are fully listed.

DCI(RN) 71/92

Lines of sight

RULES concerning eyesight tests for watchkeeping officers are detailed in an announcement which also mentions that ratings appointed for lookout duty must be capable of assisting the Officer of the Watch to keep a good lookout at all times.

Care should be taken to ensure that ratings who are obviously unsuited by being permanent lens or spectacle users are not selected for this duty.

DCI(RN) 93/92



"You'll have to be Port lookout!"

Slow burning ambition

NOW is the time for all good . . . energy managers to start preparing their entries for the 1992 British Gas Awards. These will be held this year at the Royal Naval College Greenwich.

Awards are made annually to the unit or establishment from each of the Royal Navy, Army, Royal Air Force, and Procurement Executive and Defence Research Agency combined, which in the opinion of the judges had made the most significant contribution to non-operational energy efficiency.

Each winning unit receives a cup, certificate and cheque for £1,000 paid to the unit's welfare fund. An additional £2,000 award is made to the entry judged best overall.

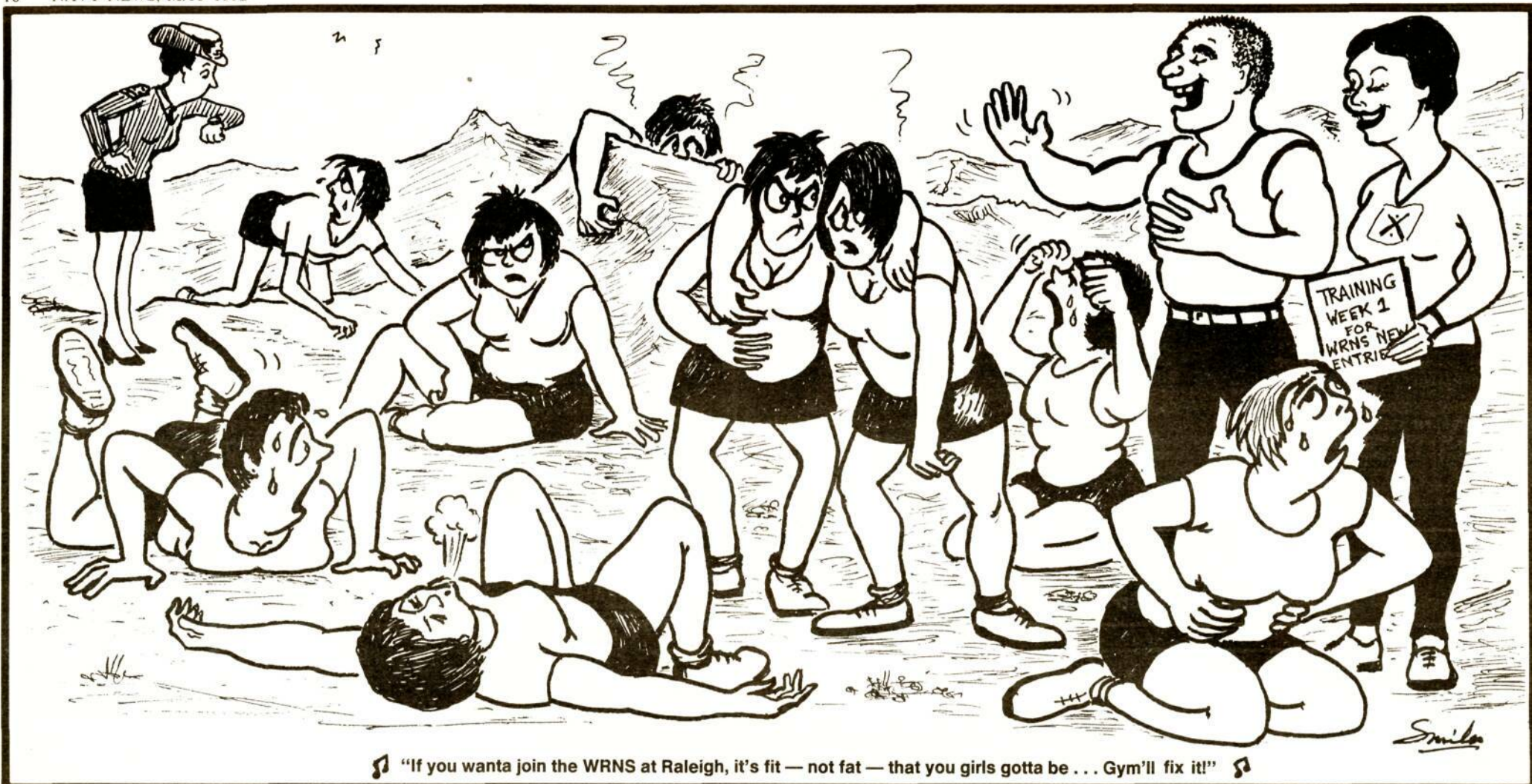
The award does not necessarily go to the unit that has made the greatest saving of non-operational energy — other factors including innovative attitudes are taken into account.

For the Navy, more information can be obtained from DNIE(EE), Room 224, Neville House, Page Street, London, SW1P 4LS.

DCI(Gen) 42/92



"I'm saving energy by not competing!"



♫ "If you wanta join the WRNS at Raleigh, it's fit — not fat — that you girls gotta be . . . Gym'll fix it!" ♫

NEWSVIEW

Big roles home and away

TWELVE months on from a war which focussed world-wide attention on the role of British Forces in the Gulf, the Royal Navy is happily preparing for proceedings of a more agreeable nature. That is far from saying that busy and important tasks do not lie ahead for the forthcoming deployments — home and away — reported on our front page.

Larger of these is the six-and-a-half-months Orient 92 trip to the Far East being led by HMS Invincible. These out-of-area deployments have been a feature of many recent years, with the aim of demonstrating the Navy's ability to operate in strength away from NATO areas, and to renew and foster defence relations with the countries visited.

Good value

Interesting, also, is the round-Britain deployment in the first part of June by a group led by HMS Ark Royal. Apart from its operational use, this will show people remote from the normal naval areas something of what today's Fleet has to offer.

In times when every aspect of Service operation is keenly scrutinised by the money men, such tasks remain important, at the same time allowing the Navy to make new friends and renew old acquaintances. So on all scores, these differing deployments make sense and provide good value.

On the operational front, too, there comes news of formation of a new NATO Standing Naval Force Mediterranean, replacing the old On-Call Force there, with HMS Glasgow becoming the first RN warship involved in this commitment.

Search for safety

Meanwhile, brought home last month with the accidental bombing of the Ark Royal, was the inescapable fact that even in peacetime hazard exists in a fighting Service.

Clearly, every effort will be made to establish the exact cause and prevent recurrence of an incident in which sadly there was injury, although fortunately not widespread.

But it serves to remind all that risks, while minimised as far as possible, accompany Service life, particularly where realistic training is involved.

No-one should ever suppose that the Service, while highly capable of enjoying themselves and making the best of all circumstances, enjoy a non-risk carefree lifestyle and that there is ever any reason to relax in the search for safety.

QUICK QUALIFICATIONS — WITH NO EXTRA STUDY

NVQ'S to A-level

NATIONAL Vocational Qualifications equivalent to A level have been awarded to five "guinea pig" Naval candidates after just eight weeks — and it is promised they will be the first of many.

Lieut.-Cdr. Dave Roberts of the Directorate of Naval Education and Training Support told Navy News: "At long last a solution exists for all Service personnel to gain nationally recognised qualification for experience gained within the Service."

"The Navy intends to offer continued civilian recognition for in-service training within the framework of this scheme."

Cdr. Laurie Brokenshire, LWREN Louise Pugh, WO2 Bill Dick RM, Cpl Nick Trantham RM and Sgt Trevor Wright, RM, had no need to acquire any new knowledge to achieve their top Level III NVQs in Business Administration awarded by the London Chamber of Commerce and Industry.

They entered a pilot scheme employing Accreditation of Prior Learning (APL) by a field assessor who counselled them and entered all their relevant background after they were registered with the Examining Board.

The five then submitted statements of evidence of their individual expertise in their working environment which had to be endorsed by their immediate superiors.

They were then each assessed for their competence in:

- Communication systems
- Researching and retrieving information
- Reception
- Arranging travel
- Preparing and producing documents
- Processing correspondence
- Organising work schedules
- Service meetings
- Office administration resource
- Health and safety at work

Further pilot studies are now being carried out involving more specialisations. Further details of APL and how it applies to everyone in the Navy will be published in a forthcoming DCI.

By the end of this year the National Council for Vocational Qualifications — set up in 1986 to standardise qualifications offered by such as City and Guilds, BTEC, RSA and the London Chamber of Commerce — hopes to make NVQs available to 80 per cent of the UK

workforce.

Before long the majority of Service training courses will be nationally recognised and have the NCVQ seal of approval.

Pete on guard at the gate

When it is unveiled in July the 'Falklands Yomper' at the Royal Marines Museum will be Portsmouth's first major statue for nearly a century.

It will also be the first public monument in Britain to the war of 1982. The 12ft high figure by master sculptor Philip Jackson will stand on a grass mound by the museum's new seafront entrance and is taken from a famous photograph by CPO(Phot) Pete Holdgate of Cpl Peter Robinson of 40 Cdo — who was actually serving with 45 Cdo at the time.

It will be the corner-



stone of a major project to improve the seafront area which will provide a new link road from the Esplanade and create a new museum car park.

Philip Jackson, who is vice president of the Royal Society of British Sculptors, told Navy News: "It's an honour to be asked to commemorate such a fine group of people during such a momentous occasion."

Memorial to HMS Natal

A MEMORIAL plaque to HMS Natal and the 421 people who lost their lives when the 13,550-ton armoured cruiser sank in the Cromarty Firth in December 1915 is to be unveiled next month.

The Natal capsized and sank within five minutes of a series of explosions, whose reasons have never been conclusively proved.

Salvage of the wreck proved impracticable and it was removed over a period of 50-60 years by contractors and finally by Royal Navy divers.

Until now no permanent corporate memorial has existed, but on Saturday June 13 the Duke of Atholl, Convenor of the Scottish Lifeboat Council, is to unveil a memorial plaque. Thanks to the co-operation of Invergordon branch RNLI and the Cromarty Firth Port Authority, this will be on the front wall of a new building which the Duke is opening for the coxswain and crew of the lifeboat.

Relatives of those who lost their lives and who would like to attend the unveiling should write, stating relationship, to the Hon. Secretary, RNLI Invergordon Branch, c/o Cromarty Firth Port Authority, Shore Road, Invergordon, Ross-shire.

Busy programmes down South for Active and Polar Circle

OUT IN THE COLD

ICEBREAKER HMS Polar Circle has had a good opportunity to show her potential in her first deployment as the Navy's ice patrol ship, successfully carrying out survey operations in pack ice conditions in the Antarctic, reportedly the worst in recent memory.

In her task of charting the Antarctic Peninsula Polar Circle is able to accurately establish the position of landmarks using her portable GPS satellite receivers, laying the foundation for further hydrographic surveys to orientate both land and sea bottom features.

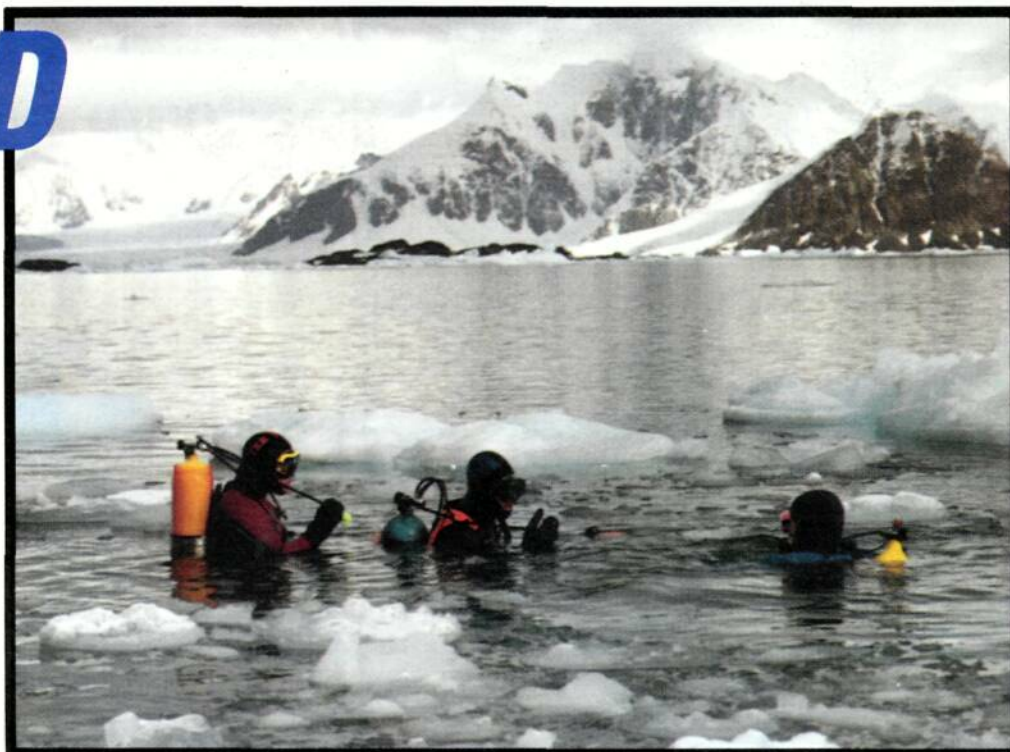
Abandoned bases

A further task during the first work period down in the ice was to examine and assess the condition of old abandoned British bases, which, by international agreements, must be maintained as refuges and historical monuments, or else removed from the continent entirely. Carrying out this work, two members of the British Antarctic Survey team were ferried in and out of the bases in the two Lynx helicopters.

After a brief maintenance period in the Falklands, Polar Circle again headed south of the Antarctic Circle, working in the vicinity of the British base at Rothera. Here the survey motor boat James Caird was busily employed surveying inshore while the helicopters ferried the geologists into the field and carried out vertical photography work.

There was time, too, to hold the Southern Ocean Winter Olympics, on a site above Rothera, where the Royal Marines detachment prepared a bobsleigh run, ski jump and downhill and slalom ski piste. The two-day event was a welcome break for the ship's company in the demanding programme of survey work.

Polar Circle is now on her way back to UK, returning by way of the west coast of South America and the Panama Canal, visiting Valparaiso in Chile, and Wilmington, South Carolina.



HMS ACTIVE has also lived up to her name in the South Atlantic where her role as Falklands guard ship has involved her in a very varied programme.

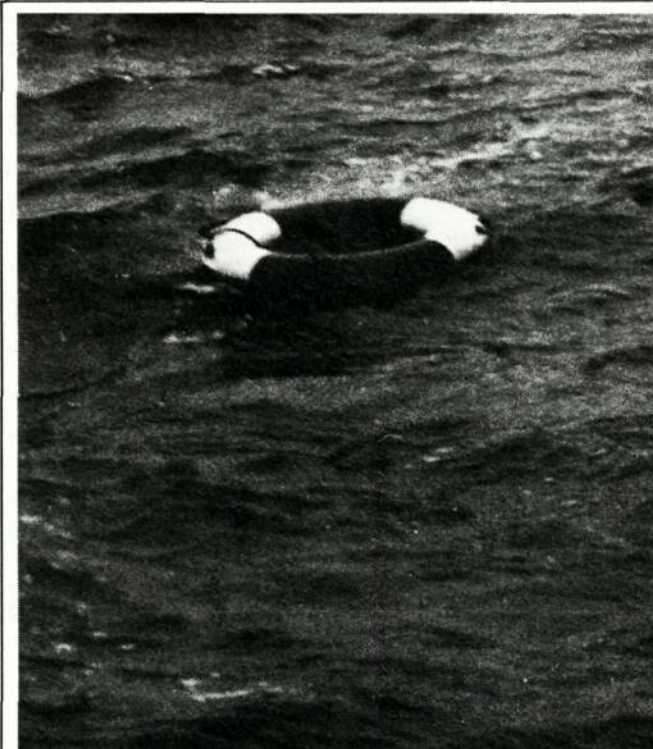
While in the Falklands Active has had a busy time with visitors — over 100 Army and RAF personnel had a day at sea, and over 400 islanders came on board during the ship's Open Day. VIP visitors included the Archbishop of Canterbury, Dr. George Carey, who was in Stanley for the 100th anniversary of the cathedral there.

Uruguayan exercises

In the first of two out-of-area deployments, Active visited Montevideo in Uruguay, and then participated in exercises with the Uruguay, the first since 1969.

Then, in contrast to the warm weather there, in company with RFA Grey Rover she went down amongst the icebergs around South Georgia. This cold weather did allow 65 members of the ship's company to utilise the balaclava hats specially knitted by the ladies of Burnley, HMS Active's affiliated town.

Her programme on return to the Falklands included the Queen's Birthday Parade at Stanley before she heads north for the Caribbean.



Life Preserver

Disaster at sea is something we all learn to live with. But worse things can happen ashore — when sailors grow old, become disabled, fall on hard times, leave widows to be cared for and children to be educated.

King George's Fund looks after Royal Navy and Royal Marines widows and orphans from two World Wars and the Falklands Campaign to the present day. It is also the vital safety net for the many organisations serving the Merchant and Fishing Fleets. In 1991 alone, nearly 100 maritime charities received £2m in help from KGFS.

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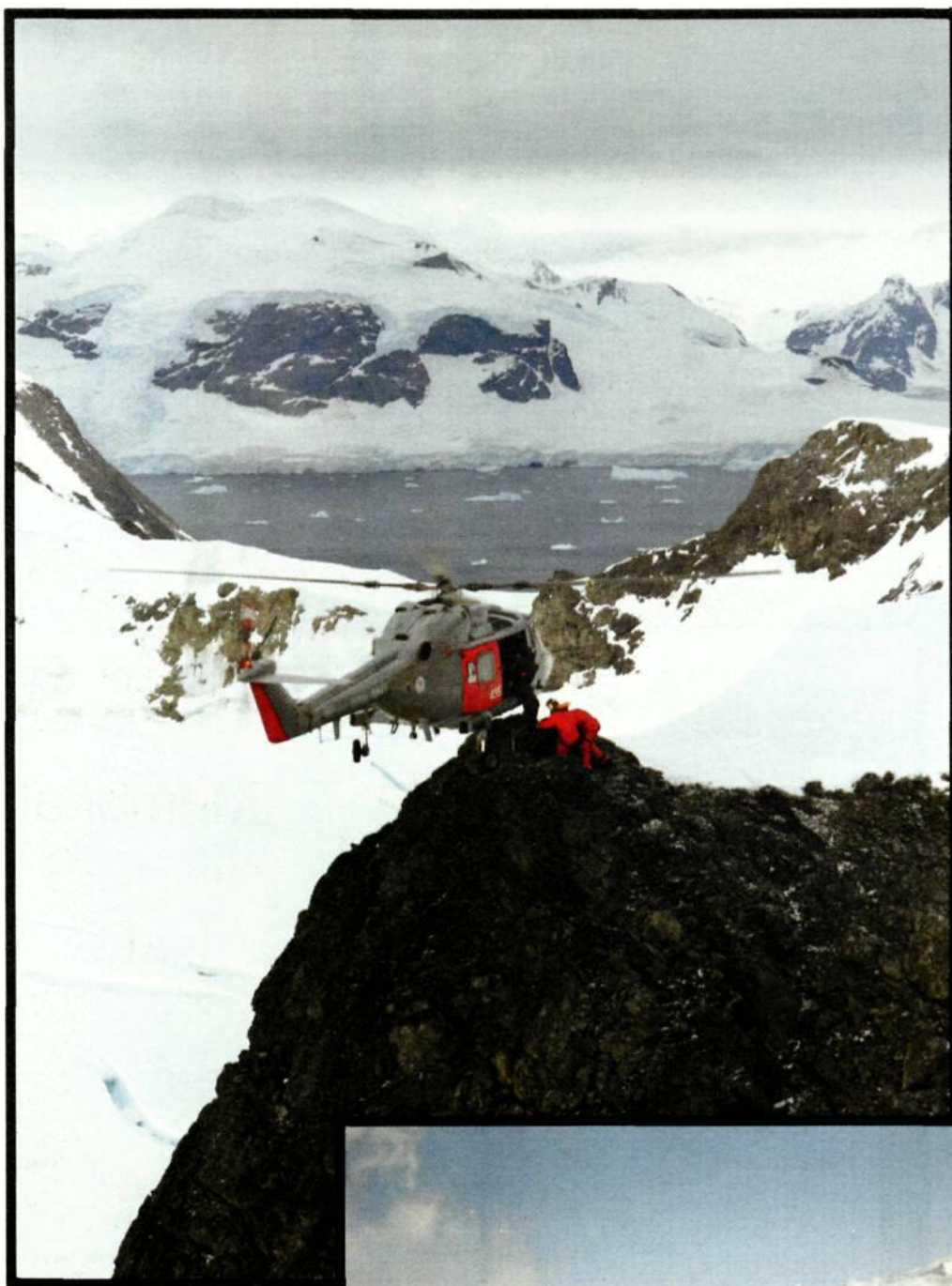
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Pictures:
Top right: Come on in, the water's lovely! The ship's diving team from HMS Polar Circle get in some practice amongst the ice floes.

Above: Survey recorders being lifted off the rock face by one of Polar Circle's Lynx helicopters.

Pictures: LA(Phot) Craig Leask.

Right: HMS Active sails past the glaciers of rugged South Georgia.

Picture: AB(S) Colin Dormer.

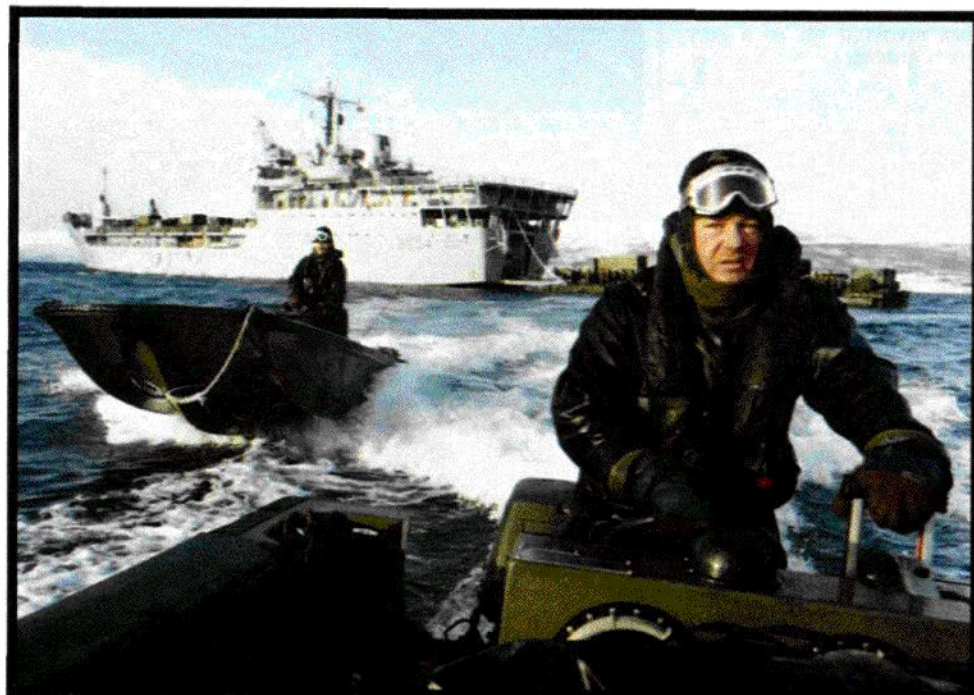


Arctic winds, snow and mountainous seas — the old enemies are still there on Nato's northern flank. For one sea-going Admiral the odds needed to be stacked high in:

TEAMWORK

Clockwise from above:

- RFA Fort Grange as Commando Carrier
- HMS Invincible heads the anti-submarine warfare strike force
- Royal Marine Reservists from RMR City of London
- Marines from Arbroath-based 45 Cdo ski through the Arctic winter to their next objective.
- Gazelle helicopter of 3 Brigade Air Squadron RM.
- Rigid Raiders transfer men of 40 Cdo RM from 539 Assault Squadron in Lyngen Fjord.
- HMS Fearless leads the UK and Netherlands Amphibious Task Group.
- Men from 45 Cdo about to be transferred into the Norwegian mountains by Sea King helicopters from 846 and 845 Naval Air Squadrons.
- The Type 42 destroyer HMS Newcastle — despite atrocious weather all anti-submarine warfare operations continued throughout.
- Mne Tony Banstone of 539 Assault Sqn departs from the landing ship Sir Bedivere
- Centre — clearing the ice from the flight deck of HMS Invincible.





'92

AS 45,000 NATO personnel, including Royal Navy and Royal Marines, finished Exercise Teamwork 92 in Arctic gales that whipped up a windchill of -22°C many of them must have been asking — why?

While wearing his NATO hat as Commander Anti-Submarine Warfare Strike Force embarked in HMS Invincible, there were times when Vice-Admiral the Hon Sir Nicholas Hill-Norton gave it a thought, too.

"I expect that most of us would rather have been doing it in the Bahamas — or anywhere else where it's calm and sunny and you've got the chance to put your feet up afterwards and catch a tan," he told Navy News in his first interview as the newly created Flag Officer Surface Flotilla.

"But it wouldn't have been much use — you have to practise your business in the worst possible conditions to be sure you're on top of it. And you can't get much worse than winter in North Norway."

"We've done these exercises in the past because we were faced with the Soviet threat. But put aside geography — what we were doing here was taking to sea the navies and the maritime air forces of the Alliance and putting together their separate capabilities to make up a cohesive force. People may say we don't need to do these big exercises any more — but I'm telling you as a sea-going Admiral of one that we really do need to if we're going to make those separate skills work together and test them in realistic circumstances."

"Even though these different nations are used to working together in a NATO environment we need to get together reasonably frequently, too, to ensure that all the individual units have the necessary experience of working with each other — and particularly that the individual Flag Officers, Commodores and their staffs can get to sea and exercise command in a large-scale operation."

"In our case, we were controlling forces from the north of Norway right down to the south — a 7,800 mile stretch of water. We had nuclear submarines, frigates, an aircraft carrier and its organic aircraft, maritime patrol aircraft — making all that lot work effectively and link in with what the other people were doing was complicated business."

"You can do quite a bit of this sort of thing in trainers ashore — but it never blows a Force 10 in a trainer. You never get 30ft waves in a trainer, or people falling over the side..."

Teamwork moved towards its climax in the early hours of March 20 with the landing of combined amphibious forces of the striking fleet in the Troms region.

Integral to the success of this large-scale maritime, amphibious, land and air exercise was the part played by the UK and Netherlands Amphibious Task Group. Under the command of Cdre. Peter Grindall in HMS Fearless, it had headed up from Lofoten after embarking its landing force at the end of the Royal Marines' winter deployment 200 miles inside the Arctic circle.

Escorted by the destroyer HMS Exeter and the frigates HMS Ambuscade and Alacrity, it steamed north to rendezvous with its American partners and an assault on the "invading enemy." The main body of the Group, led by HMS Fearless, comprised the Landing Ship Logistic Sir Percivale, Sir Tristram, Sir Galahad and Sir Bedivere; RFA Fort Grange (in the novel role of Commando Carrier); RFA Gold Rover carrying the fuel; and six merchant ships taken up from trade.

"You never get 30ft waves in a trainer, or people falling over the side..."

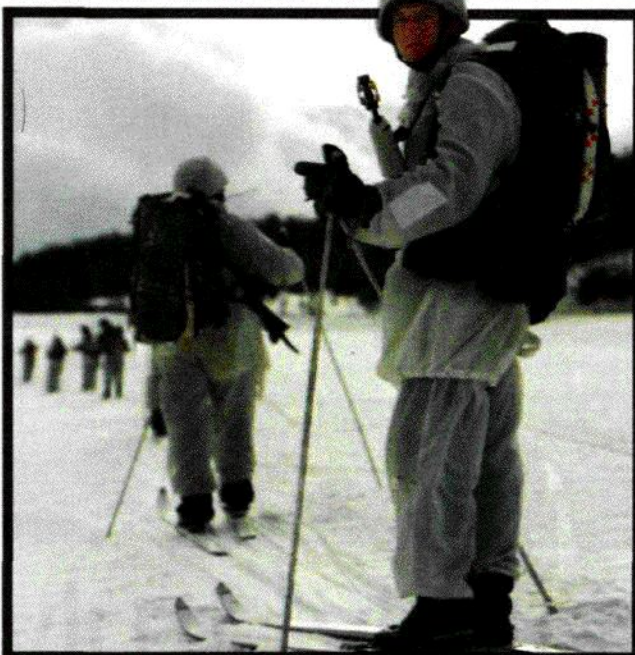
The ships' task was to carry the British and Dutch landing force commanded by Brig. Andrew Keeling safely ashore and support it through the land battle in the snow.

While the Task Group negotiated the bridges and narrow channels between the Lofoten Island and mainland Norway — under attack from hostile aircraft, fast patrol boats and submarines — the marines and soldiers of 40 Cdo RM, 45 Cdo RM, 1 Bn RNLMC, the Commando Logistic Regiment, 29 Cdo Regt RA, 20 Cdo Battery RA, 3 Brigade Air Squadron and 539 Assault Squadron as well as the naval aviators of 845 and 846 Sqns were briefed and prepared for the five-day battle ashore.

Shielded to seaward by the USS Eisenhower, HMS Invincible and the other anti-submarine warfare force units and several other NATO groups including the Standing Naval Force Atlantic, the combined US, UK and NL Amphibious Task Force reached its operating area on 19 March. On the dot of 0345 the following morning, in the pitch darkness, the UKNL assault waves hit the beaches and landing zones in Lyngenfjord and within two hours marines of 40 Cdo, 45 Cdo and 1 Bn RNLMS were ashore with many of their vehicles, to be followed rapidly by the guns, Rapier unit-aircraft missile units and logistic support.

Four hours later, the rather smaller US force went ashore in Ilsefjord further to the west. While the beach-head was being established and the battle moved inland, the Marines were supported by the ever-ready gunfire of the escorts in the fjord.

The maritime part of Teamwork may not have been as photogenic — but it covered a huge canvas, stretching from the east

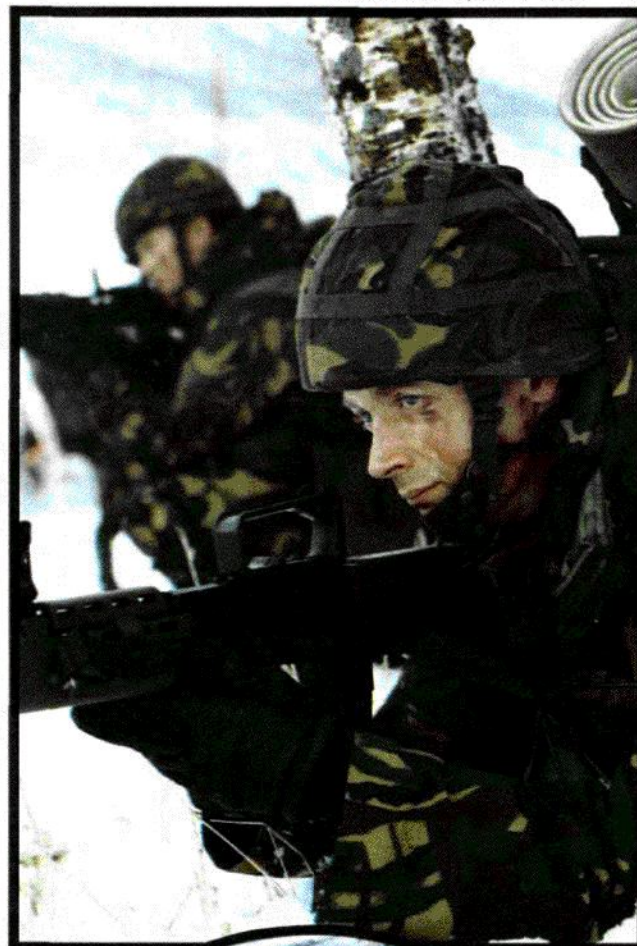


coast of North America to the western shores of Europe and including the Baltic Approaches and Norwegian coastal waters.

Some 170 ships and 300 aircraft were involved in Teamwork 92 in operations that included deployment of NATO's Striking Fleet Atlantic and Standing Naval Force Channel as well as the groups mentioned above. Apart from the amphibious landings, reinforcement operations and a wide range of defensive maritime operations were exercised.

Admiral Hill-Norton was flying his flag in HMS Invincible — in his former post as Flag Officer Flotilla 3 — for the main phases of Teamwork. Despite atrocious weather conditions which threatened to disrupt the exercise and caused some units to seek shelter from the elements, the air and anti-submarine warfare operations continued throughout. Invincible and other ships of the anti-submarine warfare strike force remained at sea continuing their important task of protecting other elements of the Striking Fleet from submarine attack. It was rough, but no more so than expected at this time of year — and success led the Admiral to comment:

"Certainly we came through with the confidence that if we can do it in the North Norwegian Sea in winter we can probably do it anywhere. And that's what it's all about..."



**Pictures: PO(Phot) Al Campbell
LA(Phot) Dave Trish**



Prepared for action. Bruce Willis and Damon Wayans in *The Last Boy Scout*.



The one and only, truly original 'Fisher King'

THE FIRST thing to say about *The Fisher King* is that it's a true original — it's really not like anything else at all. Drama, melodrama, farce and fantasy snap at each other's heels in this deeply idiosyncratic movie from Terry Gilliam, a Monty Python regular once upon a long time ago.

It all begins with a tragedy. Jack (Jeff Bridges) inadvertently causes it: Parry (Robin Williams) loses his wife as a result of it. A few years on, their lives derailed, the two men acciden-

tally come together for a strange adventure which finally reconciles them with the past.

Grand Central Station is transformed in his imagination into a vast ballroom of waltzing



Screen Scene

It's one of those rare films which combines meaty characterisation with a strong visual sense: the fiery black knight who comes clanking out of Williams' damaged psyche, for instance, or the wonderful scene where he trails dreamily after the rather bad-tempered secretary he's fallen in love with, and the whole concourse of

couples.

From an outstanding cast, Mercedes Ruehl as Bridges' long-suffering girlfriend is notable for her sheer likeability. She picked up a well-deserved Oscar at the recent awards.

Last month we saw Bruce Willis modifying his image somewhat by playing (in *Mortal Thoughts*) a sadistic wife-beat-

er. With *The Last Boy Scout* he returns to his more familiar persona of tough guy on the right side of the law. As conventional as *The Fisher King* is eccentric, the film was evidently written on the assumption that the 48Hrs/*Lethal Weapon* formula could stand one more airing.

Again we have a black guy/white guy in uneasy partnership against an array of hoodlums, hit-men and bad hats generally. The energy level is unflagging, the supply of wisecracks is as inexhaustible as the supply of ammunition, and an entertaining time is had by all.

The People Under The Stairs is, in the best sense, a real nightmare. A horror film in the classic tradition, it's also sophisticated enough to know just how far, so to speak, to go too far, which is to say, up to that point where audiences stop shivering and start laughing.

A couple of burglars, with reluctant 13-year-old boy in tow, break into a prosperous-looking building: bad mistake. The place is occupied by a crazed brother and sister, has a cellarful of the results of their failed genetic experiments, and furthermore accommodates a very strange creature which lives in the space between the walls. This is not, it becomes clear, the sort of place you break into. It's the sort of place you try to break out of.

This month's quartet of 16mm releases is completed by *Drop Dead Fred*, the first American venture of British comic Rik Mayall. The tale concerns a downtrodden young woman (Phoebe Cates, into whose liquid brown eyes a man might happily gaze forever) who resurrects an imaginary childhood playmate from her sub-conscious.

This is, of course, the manic Mayall, who leaves a trail of ruined restaurants, wrecked houseboats and general chaos in his hyperactive wake. The sight of Ms. Cates, bedraggled in white ankle socks, and Mayall, resplendent in his green and puce ensemble, indisputably earns them the title of Odd Couple of the Month.

— Bob Baker

How 'Happy Time' was ended for the U-boats

IN THE 1920s and 30s the black art of codebreaking enjoyed a golden age — everybody seemed to be reading everybody else's mail.

France cracked the German and British cyphers, Germany read French, English and Polish, Britain had the key to Soviet, French and American and the Americans broke the Japanese.

But when war came the problem of the German cypher device Enigma remained unsolved — and unless it was the Battle of the Atlantic, the struggle to keep open the vital supply lines from the United States, would be lost. And then the war would be lost, too.

The vital importance of the work of the codebreakers at Bletchley Park — a motley crew of dedicated professionals, quirky mathematicians, neurasthenic chess champions and unwashed linguists — has never been properly investigated, David Kahn argues in *Seizing the Enigma* (Souvenir Press £15.99).

Withstood

He points to the fact that contrary to popular opinion formed since Group Capt. F. W. Winterbotham's *The Ultra Secret* was published in 1974, the Enigma used by the German Navy — unlike that used by the Luftwaffe — generally withstood British attempts to break it for the first two years of the war.

It was not until key documents were captured from German warships that they were able to read the naval Enigma continuously — and quickly enough to be of op-

erational value.

Enigma was an electrical cypher machine on which the operator pressed the keys of a typewriter-like device as one does in hunt-and-peck typing. When a key was depressed, current flowed through a set of wired codewheels to illuminate an output letter on a glass panel.

Cryptogram

The output letters comprised the cryptogram of the original message. This was transferred by radio to a U-boat and there the radioman, using an identical machine identically set up, typed in the letters of the cryptogram for the machine to flash up the original text.

The breakthrough came when the destroyer HMS Bulldog captured one, together with a pile of documentation, from U110, brought to the surface with depth charges after she attacked convoy OB 318 to the south-west of Iceland.

Bulldog's captain, Cdr Joe Baker-Cresswell, handed over "an unbelievable trove of cryptographic treasure" to the Bletchley boffins — and from then on, for the U-boats the "Happy Time" was over.

Shuttling between the war at sea and the tense round-the-clock activity at Bletchley, the moves and counter-moves in this greatest of all battles of wits would tax the imagination of any writer of spy stories. And this one really happened.

— JFA

A pocket guide to battleships

SALAMANDER Books are producing a range of full colour hardback guides on a wide variety of subjects. Their military list is designed more for the enthusiast than the serious student, but the New Illustrated series provides durable, pocket-sized ready reference at reasonable prices.

Significantly, co-author of *Modern Warships* (£6.95) Tony Gibbons was formerly an art director in advertising. With ex-Army naval buff David Miller he offers a selection of the major classes from a

dozen of the chief naval powers — hardly comprehensive, but it doesn't pretend to be.

In the same series are *Allied Fighters of World War II*, *Modern US Army* and *Modern Elite Forces*.

— JFA

STORMY WEATHER

RETIRED Royal Navy marine engineering officer Peter Bruce has revised the fourth edition of the late K. Adlard Coles' authoritative work *Heavy Weather Sailing* (Adlard Coles Nautical, £30).

An established classic on the handling of sailing and motor vessels in gale and storm, the book helps readers to know the enemy through vivid accounts of atrocious weather experienced. It also explains latest design features and tactics to combat storms and studies the meteorology of heavy weather, suitable clothing, seasickness, etc.

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"HMS GANGES, the Final Farewell." Ideal birthday/surprise present. Video documentary including all aspects of GANGES prior to demolishing. NELSON HALL, LAUNDRY HILL, SICK QUARTERS, COVERED WAYS, GYMNASIUMS, SPORTSFIELDS, HARBOUR, etc. One tear-jerking hour of nostalgia. Produced, directed by JOHN DOUGLAS, author "HMS GANGES. Roll on my dozen!" S.A.E. details: Douglas House, Boscawetha, Penmarth, Cammenellis, Nr. Redruth, Cornwall, TR16 6NX.

Trying to capture the sea's myriad moods

FOR the *Oxford Book of the Sea* (Oxford University Press £17.95) Jonathan Raban has put in perhaps too much poetry — it is good stuff mind, though simple seamen might have trouble penetrating the Anglo-Saxon of 'The Seafarer' (Anon, c. 900AD) for all its "metaphoric richness".

Fortunately Kevin Crossley-Holland provides a translation — though "My feet were afflicted by cold" loses something from "Calde gethrungen waeron fet mine".

There are some surprises from such as John Donne, not best known for being visited by the maritime Muse. From 'The Storme' —

*"Then note they the ships
sicknesses, the Mast
Shak'd with this ague, and
the Hold and Wast
With a salt dropsie clog'd,
and all our tacklings
Snapping, like too-high-
stretched treble strings,
And from our tottered sailes,
ragges drop down so,
As from one hang'd in
chaines, a yeare agoe..."*

Other unexpected delights include Philip Larkin, meditating over a seaside holiday; Jane Austen's acid satirisation of Byron's typically Romantic with a capital R view of the sea; and Thoreau's contemplation of monsters and lost anchors off Cape Cod.

And there is the Beaufort Scale, the Hydrographer Admiral Beaufort's skilful combination of utility with poetic imagery to describe the relation of wind forces to sea states that became the standard tool for use in the Navy around 1830.

Raban prefers a recent Canadian version that "combines the maximum of information with reasonable fidelity to the phrasing of the original".

Certainly "Effects Observed On Land" as the wind blows up from Force 2-6 read together well as free verse:

*"Wind felt on face; leaves
rustle; vanes begin to
move.
Leaves, small twigs in con-
stant motion; light flags
extended.
Dust, leaves, and loose paper
raised up; small branches
move.
Small trees in leaf begin to
sway.
Larger branches of trees in
motion; whistling heard in
wires."*

Could it have been intended so?

Here too is a parcel of nautical travel gems and musing — from Hakluyt through Defoe, Fielding, Boswell, Darwin, Kipling, Frank Worsley (of Shackleton) to E. B. White — who concludes, disarmingly, in words every man of the sea will understand:

*"If a man must be ob-
sessed by something, I sup-
pose a boat is as good as
anything, perhaps a bit bet-
ter than most. A small sail-
ing craft is not only beauti-
ful, it is seductive and full of
strange promise and the hint
of trouble... Men who ache
all over for tidiness and com-
pactness in their lives often
find relief for their pain in
the cabin of a thirty-foot sail-
boat at anchor in a sheltered
cove."*

The Oxford series almost always offers good value — this compact and quaintly varied volume will repay close attention over many hours; one hopes in a safe haven. — JFA

PLAYGROUND PROVING GROUND FOR FUTURE LEADERS OF MEN

TIMES have changed at Holbrook. Though the Royal Hospital School at Ipswich — until 1933 it was at Greenwich, in premises now occupied by the National Maritime Museum — continues to provide good grounding for the Royal Navy, it is more academically-minded these days and, one suspects, a lot happier.

Well, maybe. In *The Cradle of the Navy* (Holbrook Book Club £15 + £1.50 pp from Shaugh Prior, Hundred Acres Road, Wickham, Hants) Dan Turner, a pupil at Greenwich in the 1920s, remembers a harsh code of discipline that was little diminished in the im-

mediate post-war era with bullying by tyrannical POs and the cane freely administered even for minor offences. He slept in a dormitory with 103 other inmates and his 12-hour day began at 6 a.m.

But there were compensations — the food was remarkably good with favourites like "moggy (beefsteak) pie" and "cornmash" (corned beef and mashed potatoes) that compared well with the diet of many of his contemporaries in the Depression years.

And there was a bond of friendship and loyalty inspired by the school that suggests the experience cannot have been so bad. Old Boys were encouraged to write back, telling of their ex-

periences past and present — and in July 1915 the Magazine showed letters received from no less than 174 ships of the Fleet.

The regime produced some notable men of the sea — a whole gallery of admirals leading on from Arthur Phillip, first Governor of Australia who led the First Fleet to New South Wales in 1787 and whose status as a former pupil has only lately been established.

Norman York, a first-class scientist who was headmaster from 1955-74, left the severely imposed discipline of the old naval tradition behind and introduced more music and general culture to produce the modern, liberal institution that exists today.

Since so many of its alumni continue to opt for a naval career, friendships formed at Holbrook have a better-than-average chance of survival into adult life.

During the Falklands War no less than 57 pupils had a parent on active service. Among the many Old Boys engaged in hostilities one was "twice rescued from the cold sea by the same hand. He knew it well; its owner had been with him in the same House at Holbrook."

Dan Turner's history manages to combine enough detail to satisfy the most dedicated OB with sufficient anecdote and antiquarian interest to appeal to the general reader. — JFA



At Your Leisure



Admiral in tune with mankind

FACE the Music — A Sailor's Story (Pentland Press £14.95) sounds like the autobiography of cartoonist Tug's "Jack" — ever the loser.

But Vice-Admiral Sir John Hayes — known to friends like Lord Carrington as "Joc" — has enjoyed a lifetime of public service, with 42 years in the Navy followed by the Lord Lieutenancy of Ross and Cromarty, Skye and Lochalsh and a clutch of other prestigious appointments.

First and foremost he was a sailor — but music, he explains, has ever been his other love: "I turn to it in times of need, and at several moments in our history face it I hope I did," he confesses engagingly.

One of those moments was the sinking of HMS Repulse, of which he is now among the oldest survivors.

The loss of the battle cruiser that "will forever remain the centre of gravity of my naval life" to Japanese torpedo bombers in the South China Sea on 10 December 1941, together with that of HMS Prince of Wales, has so often been discussed that Hayes himself wonders if he has anything new to tell.

Naturalised

He has, though — through a friend who was in the Colonial Service in Malaya at the time and gave him a fascinating story of how the fatal, false report of enemy landings at Kuantan that drew Force Z to its destruction might have been triggered by the actions of an RNVR officer — who turned out to be a naturalised German named Mueller.

His presence at this disaster and the tragedy of Convoy PQ 17 a few months later form the centre piece of a remarkable life — and colour the future

development of an admiral of luminous humanity.

He writes movingly of the aftermath of the Repulse sinking, when on being taken on board the destroyer Electra he was directed to the Sick Bay; he had been the "Snotties' Nurse" and now one of them, mortally wounded, was asking for him.

Admonishment

"He gave me a brave smile which knifed into my heart and conscience for any previous admonishment I had had to bestow. He held on to my hand with a firm little grip as though trying to express the last tangible feeling in the young life he must have known was slipping from him. I have never before or since seen death, or the awareness of death, in that moment of truth so transform youth to man, suddenly adult, brave and silently perceptive of the tragedy in which we were both enmeshed..." — JFA

Above right: Evidence of a lasting charm was provided by a meeting between Vice-Admiral Hayes and the great-great-grandson of Nelson's cabin boy at Trafalgar. Hayes entertained young Christopher Tite on board HMS Tiger — his flag ship as Flag Officer Second in Command Western Fleet — when she visited Newcastle in 1965. The two still correspond.

Picture: Daily Express



KOREAN WAR HEROES

MARKS of Courage (Korvet Publishing £20) by Ashley Cunningham-Boothe is the first complete record of honours, decorations and awards for gallantry made to British and Commonwealth forces in the Korean War.

It also provides a complete list of Royal and Commonwealth Naval ships that took part.

In his introduction the book's editor points out that the naval units' role may have been less than spectacular — they had neither an enemy fleet nor an air force to contend with. Yet their contribution was still significant — and on occasions quite audacious.

The role of the Royal Marines, especially that of 41 Independent Commando during the fearsome withdrawal from the Chosin Reservoir in December 1950 and January 1951 was outstanding.

The decorations they received are among those of the Royal Navy and the Royal Marines which lead off this definitive work of reference. — JFA

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At Your Service



Calling Old Shipmates

PoW Exchanges: Mr. C. H. Ryan (ex-PO), of 15 The Links, North Featherstone, West Yorkshire, and who served in HMS Sikh, would like to hear from old shipmates involved in the Second World War exchanges of British naval personnel for a corresponding number of Italian naval personnel which took place in Turkey.

Dieppe Raid: Naval personnel who took part in the Dieppe Raid in August 1942 are asked to contact Mr. G. F. R. Hurley, Farthings, Upper Hale Road, Farnham, Surrey, GU9 0NS. The names are required for a commemorative roll to be presented on the 50th anniversary of the raid. The naval section of the roll now exceeds 3,000 names, but many are still not known.

HMS Loch Insh (1948-50): and HMS Brides Bay or 4th Frigate Squadron (Korea) 1950-53. Spencer Evans, 45 Catherine Street, Carmarthen, Dyfed, would like to know of any reunions.

HMS Jamaica (1954-55): Fred Newey, ex-POWTR, would like to hear from anyone who served from Jan 54-Oct 55. Contact — 20 Chart Gardens, Dorking, Surrey RH5 4DP, tel 0306-883869.

HMS Serapis (1944-45): Arthur King, 34 Snowdon Ave, Bryn-y-Baal, Nr. Mold, Clwyd CH7 6SZ (tel 0352-758192) would like to hear from former shipmates.

HMS Sorsra (Durban, March 1942): K. Penler, 15 Trenovissick Road, Par, Cornwall PL24 2DX (tel 0726-812324) would like to hear from any shipmates that commissioned the ship at Durban.

HMS Cavalier (1961-63): Mike Hudson, AB UC2, please contact Graham (Ginger) Williams on 0938-553946 re ship's reunion in October.

Special Repair Ratings (1943-45): SRRs were called up during the Second World War to repair ships afloat — they were all tradesmen who had worked in shipyards and factories. Mr. R. Kersey served in the Pacific Fleet in Ceylon, Sydney and Hong Kong in the repair ship HMS Artificer. He would love to hear from any ex-SRRs and shipmates. Contact — 23 Waterhouse Lane, Chelmsford, Essex CM1 2TE.

Bounty Boys, 441 Class, HMS Scotia, Ayr: Almost all the lads of the course have been located except Alan (Nobby) Slater. Would he, or anyone who knows his whereabouts, please call R. Finch on 0925-53712.

HMS Brecon L76 (1942-45 First Commission): Would any old shipmates make contact with view to reunion. Some already in touch. Doug Stevens (ex L/D Signalman Mess 3, Watchkeepers), 29 Horselers, Hemel Hempstead, Herts. HP3 9UH (tel 0442-251839).

HMS Hardy (1973-75), HMS Gurkha (1975-77): also HMS Pembroke 1975, BU TEC 1977-79. Ex-chef D. L. (Buster) Brown, 20 Eden Road, Newton Hall, Durham DH1 5LF (tel 091-384-1834) would like to contact anyone who served with him in these ships.

1832 Sqn (E) Fleet Air Arm: Sqn flw Martlets, Wildcats, served aboard HMS Fencer, Campania, Vindex, HMCS Puncher. Any ex-members please contact F. C. Nolan, 4 Huestead Grove, Garston, Liverpool L19 2LB.

RN Light Coastal Forces, Second World War: Any ex-MTB, MGB, ML crews and their base staff, inc. WRNS: the Coastal Forces Veterans' Assn would like to hear from you. Contact Sec. L. A. Bridge, 15 Henning Street, Battersea, London SW11 3DR.

HMS Caledonia, Grenville Division, 1941: J D Fenton, 31 Hillside Rd., Manse Wood, Glasgow G43 1DB (tel. 041 632 0561) would like to hear from Dudley Charles Fairclough, Donald Hartley and David Morris James.

HMS Lincoln (1965-66): D C Finch, Casa de la Por 3, Ctra. Teulada-Moraira s/n, 03724 Moraira, Alicante, Spain, would like to hear from ex-CPO/PL Douglas Ward.

HMS Forth (1967-69): Ian (Jan) Spence, 3 Turrell Ave, Donnington, Telford TF2 8EX (tel. Telford 670239) would like to hear from ex-EM1 Tom Sykes who is godfather to his eldest son Stuart.

HMS Australia (1941-43): Stan (Taff) Walker, 47 Manselton Rd., Manselton, Swansea SA5 8PQ (tel. 0792 643217) would like to hear from any of the 30 ratings who served in the Australia, in particular Bill Manly, from the Wrexham area.

HMS Faulkner and HMS Victory, 1942: D D Pinkham, 12 Gallants Farm Rd., East Barnet, Herts EN4 8ET would like to hear from Jack Lambert who was his best man in 1942.

HMML 1003 and 1023 (1941-42): EX-LDSTO Albert Gore, 26 Reedland Cres., Faversham, Kent ME13 7HW (tel. 0795 534519) would like to hear from old shipmates.

RN Engine Room Assn: Anyone wishing to join the association should contact them at The Nautical Club, Bishopsgate St., Birmingham B15 1ET.

HMS St. George 1942: Bernard Griffiths, 2 Marlborough Close, Leominster, Herefordshire HR6 8LN (tel. 0568 613595) would like to hear from former shipmates in Anson 239 Class.

HMS PC74 (RFA Chatsgrove): Mr. A. W. Bennetts, 35 Norm St., Kenmore, Queensland 4069, Australia, would like to hear from former shipmates who served with him in RFA Chatsgrove and in a Q ship.

HMS Soberton: The T. Q. ship mine-sweeper, which paid off in Feb., enjoyed a close affiliation with the village of Soberton, in Hants. This affiliation is to continue under the auspices of the Soberton Old Hands. All former shipmates who served in HMS Soberton should contact Pete Barrie, 132 Priory Rd., Hastings TN34 3JE for further details.

HMS Gravelines (1949-52): Bill Campbell, 45 Findon Gdns., Belfast BT9 6QL would like to hear from former shipmates, in particular Chief Stoker Andrews, with view to a reunion.

HMS Pylades 1944: Allan Smales, 170 Lanehouse Rd., Thornaby, Stockton, Cleveland TS17 8ED (tel. 0642 674542) would like to hear from former shipmates who served in the minesweeper when she was sunk off Normandy on July 8 1944.

HMS Cavalier Assn. (1961-63) is looking for new members. Those interested contact Sid Anning, 14 Kipling Gdns., Plymouth PL5 3DD (tel. 0752 768 201).

Len Manners, 5 Rouncles Lane, Carlton Colville, Lowestoft NR33 8AJ would like to hear from shipmates with whom he served from 1952 to 1964. Ships/submarines he served in include HMS Boxer, Tumult, Amphion, Artemis, Agincourt and Starling.

Lascaris, Malta, 1950s: Eric Burton, 14/50 Embling St., Wannassa, ACT 2903, Australia, would like to hear from CCY Cyril (Wat) Tyler who paid off in 1964.

HMS Constance Assn. (1945-56) is searching for Ernie Roberts (London/Norwood area) and Stan Tyldsley (Leeds area) as well as other shipmates who served in the Constance. For details contact Ernie Balderson, 43 Old Place, Sleaford, Lincs NG34 7HR (tel. 0529 413410).

HMS Maidstone: James Robson, Mill View, Great Whittington, Newcastle-upon-Tyne NE19 2HP would like to know whether there is an HMS Maidstone Association.

HMS Suffolk (1941-42): Harry Clarke, 58 Hornchurch Rd., Hornchurch, Essex, RM11 1JR (tel. 04024 77893) would like to hear from Mr De'ath with regard to locating Bernard Martyr with whom he served.

HM ships Plymouth, Hermione and Britannia: EX-ABUW2(A) S. J. Brotherton, 37 McCarthy Close, Birchwood, Warrington WA3 6RS (tel. 0925 824504) would like to hear from AB Jimmy Hadden, from East Kilbride, and LME Doc Docherty, from Glasgow.

HMS Chinkara, Cochon (1944-46): Colin (Butch) Baker, tel. 0995 70495, would like to hear from shipmates who served in HMS Chinkara during the Second World War.

HMS Montrose (1939-40) and HMS Lewes (1941-42): Ben Jones, 34 Wyeve Road, Cardiff CF2 4BH, would like to hear from old shipmates.

HMS Unicorn and HMS Raleigh (1942): Roy Heald, 1 Stirling Street, Mill Hill, Blackburn, Lancs BB2 4DG would like to hear from Ernie Pickles with whom he served in HMS Unicorn and from shipmates from 43 Mess, HMS Raleigh, including Bryce Henderson, Frank Hodgkinson and Charlie Withers.

HM submarine P614 (Turkish submarine Burakreis 1942): Eric Willis, 13 Whiston Road, Kingsthorpe, Northampton NN2 7RR (tel. 0604 711366) would like to hear from crew members who served during close escort duties to Russian convoys PQ17 and PQ18.

HMS Caldwell (1940-43): A. E. Carpenter, Flat 1, Knightstone Court, Orchard Road, Clevedon, Avon BS21 6JT (tel. 0792 7272) would like to hear from former shipmates.

HMS Figgard, RNATE, Duncan Division (1943-46): A reunion to mark the 50th anniversary of entry is planned for 1993. The first step is to make contact with as many ex-Duncs as possible. A small number are now meeting regularly in Portsmouth to plan the event. H. J. Clapson (Nip), 14 Court Lane, Cosham, Portsmouth PO6 2LN (tel. 0705 377415) would therefore like to hear from all ex-Duncs of that entry or anyone who may know of the whereabouts of members.

South West PT Branch Assn. has recently been formed and membership is available to all serving and ex-serving members of the PT branch who have served in the West Country. Membership forms are available from the Hon. Sec. WO(PT) M. J. P. Shone, SRO Office, Seymour Block, HMS Drake, Plymouth (tel. 0752 555349).

HMS Caledonia, Duncan Class (1938-42): John White, PO Box 122, Belleville, Ontario K8N 429, Canada would like to hear from old shipmates.

HMS Pursuivant 1942: R. L. Hatfield, 5 Gladiolus Way, Kommetjie, Cape 7975, South Africa would like to hear from former shipmates who served with him in the Falkland Islands during the Second World War and from "Hush-Hush" men who took part in Operation Tarabin.

HMS Chivalrous, Mediterranean Fleet, 1952: The Frame brothers, Tony and Sean, would like to contact former shipmates. Contact Tony Frame, Black Dog, 591 Burnley Rd., Crawshaw Booth, Rossendale BB4 8NE (tel. 0706 214263).

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High standards fly at Greenford

Dundee preview

THE national standard bearers competition, held at Butlins' World of Leisure, Bognor Regis, has been hailed a great success.

The competition, which attracted 17 entries, was held in conjunction with a Forties Weekend, organised by Butlins' and attended by over 1,000 shipmates and friends.

The winner of the competition was Shipmate Alan Robinson, of Greenford branch, who will carry the national standard from 1992 to 1993. Shipmate Bob Scollick, of Sittingbourne branch, who came second in the competition, is deputy standard bearer.

□ □ □

Plymouth branch annual dinner-dance will be held in the WO's and CPO's Mess, HMS Drake on June 13 (1930 hrs. for 2000 hrs.), tickets, £12.50 each. On the following day, at 1100 hrs. in the church of St Nicholas, HMS Drake, the old Plymouth branch standard and the Royal Naval Old Comrades standard will be laid-up. For security reasons those who plan to attend must inform Shipmate L. M. Bertie, 78 Bowden Park, Crownhill, Plymouth, Devon PL6 5NQ.

□ □ □

At Yeovil annual general meeting Rear-Admiral Ray Rawbone stood down as president and was replaced by Shipmate Doug Farge. Shipmate Alan Inkpen was elevated to the office of vice-president and Shipmate George Gray is the new secretary. Members were pleased to hear that No. 4 Area

BRANCH NEWS

has donated £1,000 towards the restoration of St Bartholomew's church in Yeovilton village, a project dear to the heart of the Navy.

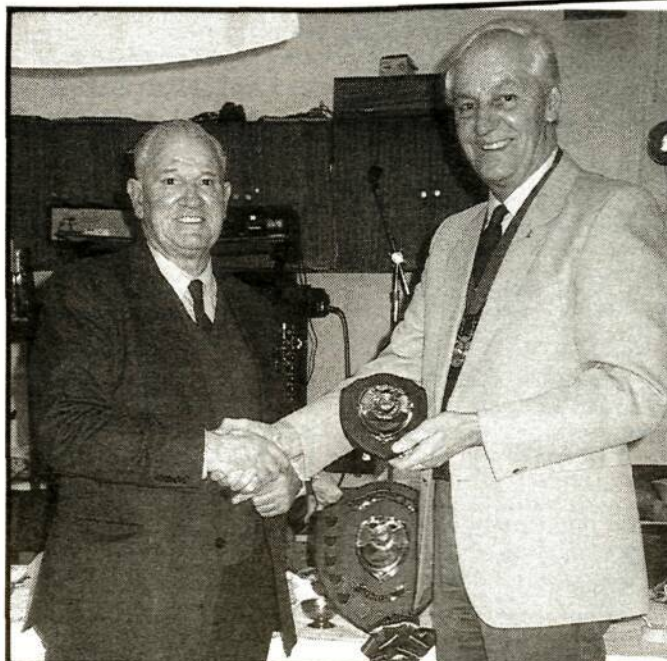
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Members of Kidlington and District are without their White Ensign and Union Jack. The flags, taken down and folded and to be collected after a dance, have not been seen since. Perhaps some shipmate can throw light on their disappearance or maybe some branch has an Ensign and Union Jack to spare.

□ □ □

Members of Thurrock branch arranged a service in honour of ex-AB Billy Woolmer, lost in HMS Juno in 1941, during the battle for Crete, whose name was recently inscribed on the war memorial of Little Thurrock. Cadets from TS Boxer escorted the branch standard to the memorial where the Rev. Malcolm Cohen, the branch padre, conducted a service attended by 80 shipmates and friends.

At the branch annual general meeting, attended by 143 shipmates, Shipmate Fred Archer, secretary, stood down to be re-



THE growth and success of a branch can usually be traced to a handful of dedicated shipmates who give their time, energy and loyalty without counting the cost. Such a shipmate is Fred Jenkins, PRO of Cardiff branch. He is held in such high esteem by fellow members, they elected him their "Shipmate of the Year" and the recipient of the Joan Davies trophy. Fred is seen here, left, receiving the trophy from branch chairman, Shipmate Lofty Cobbold.

placed by Shipmate Reg Beard (tel. 0708-853193). Members hosted an enjoyable evening at their headquarters for fellow shipmates of Walton-on-Naze and Margate branches.

□ □ □

There was a big turn out for the commissioning of the newly formed Looe branch, performed by Shipmate Ron Tremlett, national council member No. 4 Area. An excellent side party from TS Golden Hind piped the guests aboard

including, Cdr. Wilkinson, Staff Commander for Flag Officer Plymouth and the Mayor and Mayoress of Looe. This happy event was shared by shipmates from neighbouring branches and from HMS Cornwall and HM submarines. The branch meets on the second Wed. at 7.30 pm, in Looe Social Club, West Looe Quay, and extends a welcome to visitors.

□ □ □

The following shipmates were elected officers at Stourbridge annual general meeting: Tom Edwards, chairman, Dave Weaver, secretary, Ron Gould, vice-chairman. Shipmate Dennis Gordon, the outgoing chairman, was presented with a brass clock and barometer and the outgoing secretary, Shipmate Eric Ashfield, also received a gift.

□ □ □

At Rame Peninsula annual general meeting Shipmates Mick Arrow, chairman and Peter Woodley, secretary, were re-elected for the third successive year. Also re-elected were Shipmates Derek Cheer, treasurer and Chris O'Mahoney, standard bearer and social secretary.

□ □ □

At a charity night, held by Stockton-on-Tees, £550 was raised to send 11-year-old Lee Walker, who is suffering from cancer, on a trip of a lifetime to Disneyland. Lee's father, John, is a member of the branch.

THE association's annual conference to be held north of the border, at Dundee, on June 20, will no doubt prove as enjoyable as always.

What gives this annual event its special edge is the opportunity it offers to meet old shipmates, their wives and friends, and enjoy a round of social activities, including a gala dance after conference.

There are 14 motions to be debated at the 1992 conference, covering the association's finance, bye-laws, membership and other matters, including conference itself.

Dewsbury, Batley and Birstall branch propose that the practice of holding conference in Portsmouth every third year should cease and that a permanent central location be found for conference.

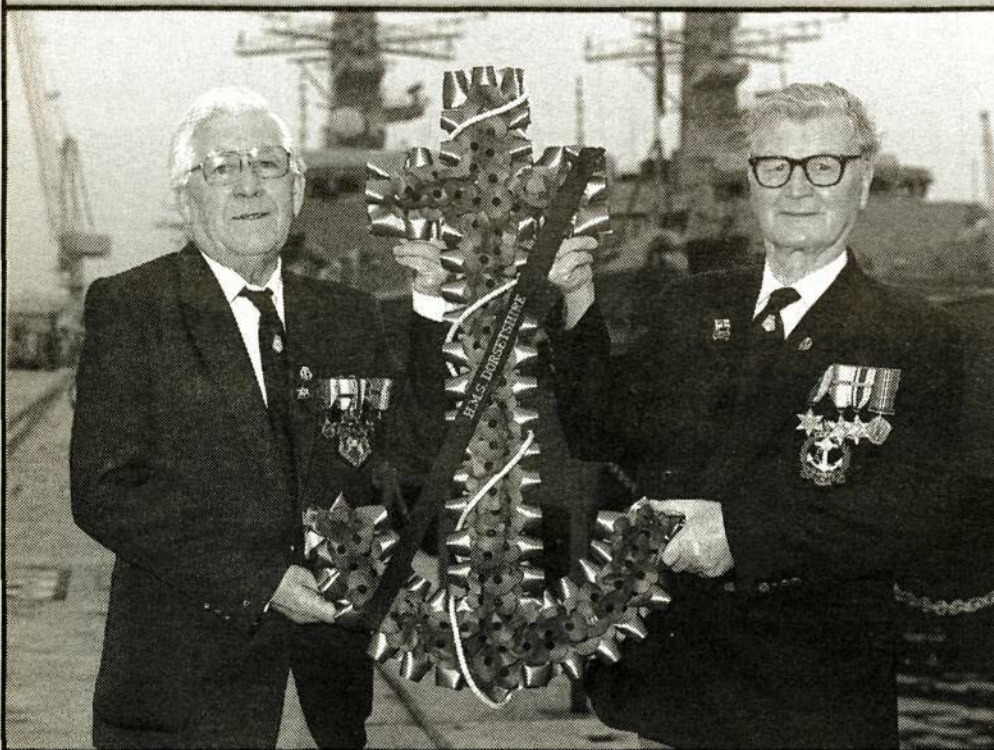
The sensitive question of annual subscription is raised by Poole branch. Their proposal is "that with effect from January 1 1993, shipmates of pension age may exercise an option to continue membership at the annual subscription rate current at the time the option is exercised."

Leeds branch calls on the national council "to make representation to HM Government to appoint a Minister of Ex-Service Affairs with the object of securing for ex-service-men concessions comparable to those enjoyed by Commonwealth countries and EEC countries."

"That berets should be worn by all members of the RNA whilst attending official engagements," is proposed by Chichester branch.

While it is never easy to gauge the quality of debate there is never a shortage of subjects for discussion at annual conference.

WREATH LAID IN INDIAN OCEAN



THE 50th anniversary of the sinking of HMS Dorsetshire in the Indian Ocean, on Easter Sunday, April 5, 1942, with a loss of 253 lives, was commemorated both at home and at sea.

On April 5 survivors of the Dorsetshire, relatives of those lost and representatives of many RNA branches, attended a memorial service in St. Peter's Church, Dorchester.

On the same day a wreath, displayed here by

Shipmates Bob Wall and Bert Gallup of HMS Dorsetshire Association, with a poppy for each of the 253 men who did not return, was laid at the resting place of the Dorsetshire in the Indian Ocean.

The wreath-laying ceremony was performed by HMS York, by kind permission of the ship's commanding officer, Capt. Roy Clare.

Cromer service

A SAILOR'S grave in a Norfolk cemetery was the scene of a moving service to mark the 50th anniversary of the sinking of HMS Vortigern, on March 15, 1942.

The grave marked the resting place of PO Frank Blundell, of HMS Vortigern, whose body was washed ashore at Siderstrand, four weeks after the ship was torpedoed off the Norfolk coast. The memorial service was arranged by Cromer branch.

In the hope of tracing some of his relatives to invite to the anniversary memorial service, Cromer contacted the War Graves Commission. PO Blundell, the branch was informed, was married, had lived on the Isle of Wight, but a search for surviving members of his family had drawn a blank.

Undaunted by this news, Shipmate Ronald Bennett, a member of the branch, launched a plea in the local press and within days the widow of PO Blundell, now Mrs Hayward, had got in touch.

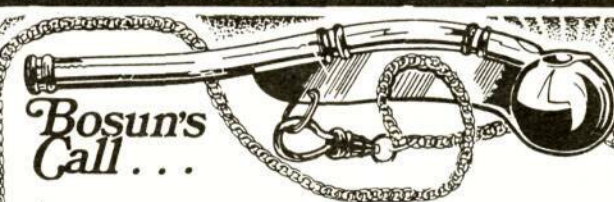
It was an emotional occasion for Mrs Iris Hayward, her daughter, Kathleen Tharme, and his brother, George, when they attended the memorial service at PO Blundell's grave. His memory, and the memory of those lost in the Vortigern, was honoured by a large gathering which included members of Cromer lifeboat and the Sea Cadet Corps.

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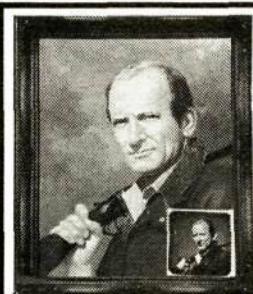
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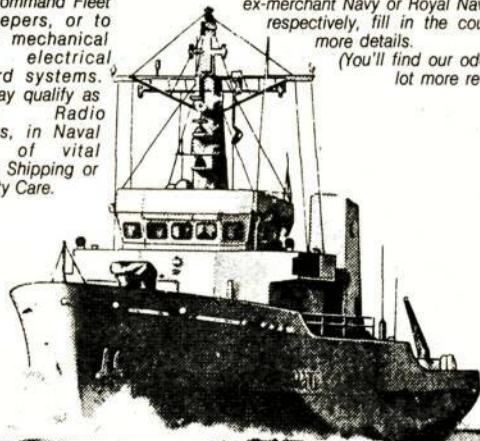
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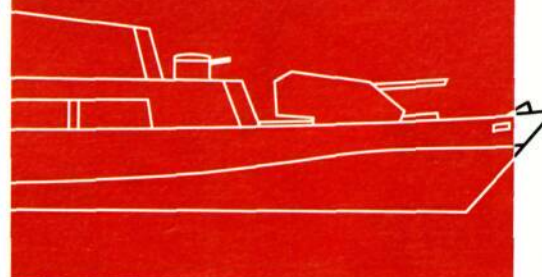
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—•— IMAGES FROM A Land of Change —•—



- Steppe Eagle -

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Not only a kingdom of incredible ecological diversity, Saudi Arabia is also one of the most powerful nations in the Middle East, and a political, moral and economic power in the councils of the world.

Project Al Yamamah, for example, is a multi-billion pound commitment dedicated to helping Saudi Arabian nationals sustain the Royal Saudi Air Force as one of the most technically advanced military forces in the Middle East.

This multi-billion pound British Aerospace agreement extends well into the next century and, at sometime in the near future, will offer skilled and experienced men of a high calibre the opportunity to enjoy a unique lifestyle and exceptional rewards.



The Personnel Department (Ref NN016), Al Yamamah Business Office, British Aerospace Defence Ltd, Systems and Services Division, Warton, Preston, Lancs PR4 1BR. Tel: Preston (0772) 634317.

Focusing on Marlborough

AS A way of saying "thank you" to Carl Zeiss (Oberkochen) for the annual award to the top young officer on OOW course at SMOPS, HMS Marlborough took three members of the Carl Zeiss management to sea for a day.

Managing director John Cockerill, technical director Colin Mitchell and binocular division manager Richard Holdstock, joined the Type 23 frigate as she conducted trials in the Portland exercise areas.

They spent the day touring the ship as well as seeing their products in use on the bridge.

The visitors also had the opportunity to meet up once again with the 1990 recipient of the Carl Zeiss Award, Lieut. Nick Randall, pictured right, who is currently serving as OOW2 in HMS Marlborough.



Sharks gather for last display

PILOTS from 705 Sqn., RN air station Culdrose, will form the 1992 Sharks helicopter display team in what will be their last appearance.

For 16 years the team has provided a naval presence in parts that ships cannot reach but in its drive for cost effectiveness the Navy will no longer be able to keep the display team running.

705 Sqn.'s task is to provide basic flying training for all the Navy's helicopter pilots. It is a full-time occupation and the Sharks' pilots, all flying instructors, are volunteers who rehearse and display in their spare time — to avoid out-of-pocket expenses some of their equipment is provided by sponsors.

During the 1992 season the squadron will be using the agile Anglo-French Gazelle and they already have 17 bookings for their 10-minute display.

They also provide two pilots for solo displays for occasions when the Sharks are unavailable and this year they will be shared by Lieuts. Gary Spencer and Steve Kadera.

Other members of the team include Lieut.-Cdr. Graham Milton (leader), Lieuts. Keven Smith, Mike Wagstaff, Merrick Forsyth, Tony von Hoven (manager) and PO Razor Keen (commentator).

● RN air station Culdrose will

On line for discount

DESPITE its infancy, the MOD Computer Discount Plan which started last year, has already achieved considerable success.

The plan has two objectives — to raise money for the three Service Benevolent Funds and to enable MOD personnel to obtain some of the best deals around on computer equipment.

Participating companies offer a range of discounts to MOD personnel and their families and, in addition, the companies make a donation to the Benevolent Funds for each computer sold under the plan.

These donations are direct contributions from the companies and do not affect the amount of discount on offer.

Over 800 Service personnel and civil servants have already applied for information packs and so far feedback from satisfied customers has been encouraging.

More importantly, the Benevolent Funds have already benefited from the scheme.

Details about what the Computer Discount Plan has to offer can be obtained from Wing-Cdr. R. F. Blunden, tel. Main Building ext. 87478 or Maj. I. Sanderson, tel. Main Building ext. 84321.

be holding their Air Day on Wednesday July 22. A wide range of military aircraft will be participating, supported by a number of civilian displays, and already confirmed are the Red Arrows and the Sharks helicopter display team.

ESTABLISHED in 1930, the Herbert Lott Naval Trust Fund has, over the years, provided monetary awards to RN and RM personnel who "shall show marked efficiency or shall contribute in signal degree to the improvement of the appliances of the naval and marine forces."



FOR outstanding service as Coxswain to the residence of FOSNI, Vice-Admiral Sir Hugo White, PO John Shaw was presented with his Herbert Lott Award and a cheque for £75.

As coxswain of the residence his duties comprise management of the estate and during his 18 months in the job he has instigated many procedural and general improvements.

A mere 23-year-old, John's professionalism and his enthusiasm for his career in the Service have earned him this award.

The fund was named after Herbert Lott, a member of the London Stock Exchange, who took a great interest in the Navy.

In 1928 he opened up negotiations with the Admiralty for the creation of a trust fund and made an initial donation of £20,000 which he increased shortly after by £5,000.

When he died in 1948 he left the whole of the residue of his estate — over £100,000 — to the trust fund that bears his name.

Top students

Today the Herbert Lott Fund is run as six separate funds (one of which is the Naval Home Command Trust Fund) each with its own trustee.

Five of these funds make awards on a Command basis to personnel for marked efficiency in their duties or to top students of courses and examinations.

The sixth fund makes awards for suggestions or inventions which improve the efficiency of the Service.

The Herbert Lott Naval Home Command Trust Fund makes awards in the following categories:

Command Awards made to RN, RM, WRNS and QARNNS personnel who show marked efficiency in their Naval duties. Allocations in this category are made to the Commander-in-Chief, Area Flag Officers and Chief Staff Officers (Reserves) to CINCPAC-HOME to make awards at their discretion within their areas of responsibility.



ROUNDING off a successful 25 years in the Service is WO Barbara Roxburgh, who received her £50 Herbert Lott Award from the Captain of HMS Dryad Capt. Peter Franklyn.

As Supply Officer (P. and A.) she was presented with her award for her efficiency in the job.

Although Barbara leaves the Service later in the year she retains strong links with the Navy — her husband is a Chief in Ark Royal, she has two brothers serving in the RN and a sister-in-law in the WRNS. Her father and mother also both served in the Navy.

Course prizes made to RN, RM, WRNS, QARNNS and RFA personnel who are top students of courses and examina-

tions. Allocations in this category are made to certain commanding officers who may use their discretion as to the size of the individual award, subject to a maximum of £150.

Shooting Proficiency Prizes made to RN, WRNS and QARNNS personnel who show marked proficiency in shooting (Herbert Lott was keen to promote shooting skills in the Navy and there is special provision in the trust deed for shooting prizes). An allocation in this category is made to the Captain HMS Raleigh to make awards at his discretion, subject to a maximum of £100, for shooting proficiency in HMS Raleigh.

Prize increase

During 1991/92 Command allocations have been significantly increased, for the third year running, to £4,600 to allow greater financial reward to be given to individual effort. Course prizes amount to £13,220 and shooting proficiency prizes to £860.

Also, in order to further the aim of giving tangible reward for effort and achievement, a new Commander-in-Chief's Award is being instituted in 1991/92.

Navy in the frame

KEEN amateur photographers will be pleased to know that the Royal Navy amateur photographic competition will again run in 1992.

The competition is for the best colour or black-and-white print photograph, covering any general naval subject which portrays the best modern image of the Service.

Community

Pictures of activities of worldwide goodwill shown to the Navy, involvement in any service to the community, search and rescue, contributions to "green" initiatives, as well as the traditional roles of the Royal Navy, are all in demand and winning photos may be used in public relations and recruiting literature.

There are three prizes, sponsored by Vickers Shipbuilding; the first is £250, second £150 and third £100. The competition is open to all serving in the Royal Navy, Royal Marines, WRNS and QARNNS, other than the Photographic Branch.

Full details in DCI(RN) announcement dated March 20 1992. Closing date for entries is Sept. 17 1992 and all photographs entered must have been taken since 7 Sept. 1991.



FOR his exceptional managerial skills and cheerful and conscientious approach in his work in the Cash Clothing Store in HMS Drake, POA Peter Scofield received a Herbert Lott Trust Fund Award by CINCPAC-HOME Admiral Sir John Kerr.

PO Scofield joined the Navy in 1974 and has served in HM ships Intrepid, Alacrity and the previous Ark Royal, of "Sailor" fame.

Winter in Belize

AN invitation by the Coldstream Guards to teach sailing at St. Georges Cay, in the Caribbean, seemed like a good way for the RN sailing coach CWREN Rita Riach to spend the winter months.

The British R and R Adventure Training Camp is situated on the island where, after a fortnight jungle training in Belize, British Forces can enjoy the wide range of water sports on offer and with equipment including four Bosun dinghies, 10 skiffs and 10 sea canoes and water temperatures a comfortable 70-85 degrees CWREN Riach had no difficulty in finding enough willing pupils to learn how to sail.

Neil's model family

WHEN MEM(M) Neil Harris posed for this portrait with his baby son Joseph he had no idea it would bring him and professional photographer Peter Hayward, of The Hayward Studio, Fareham, first prize in the 1991 Kodak Open Category Portrait of the Year competition.

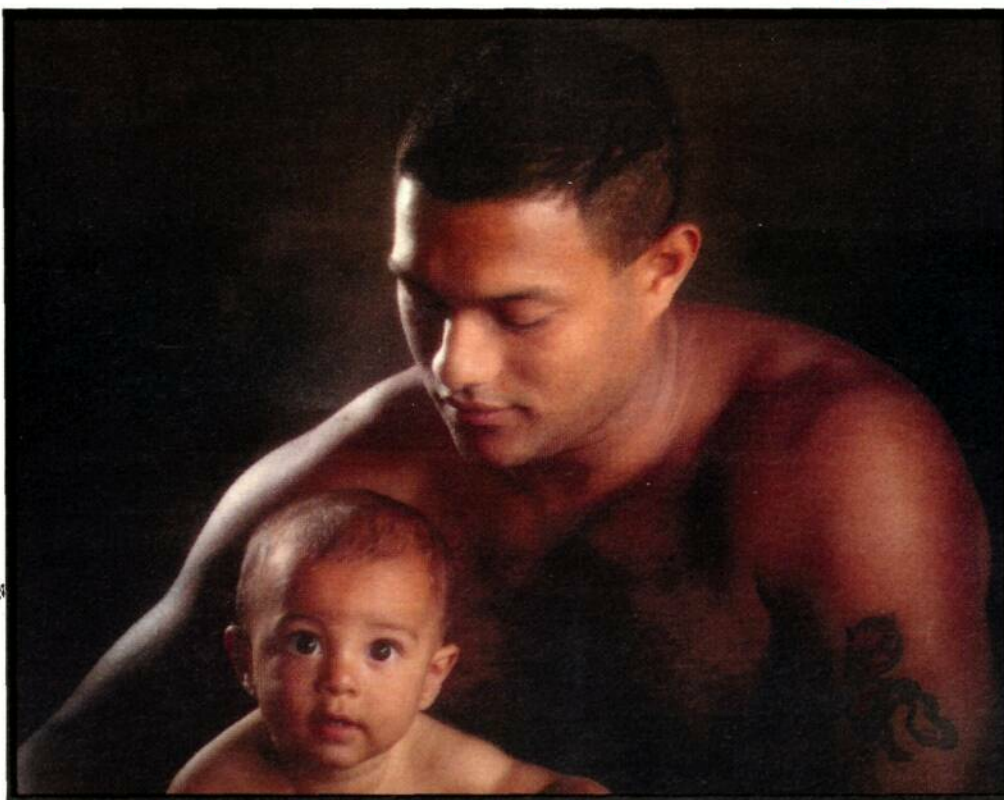
The photograph was commissioned by Neil's wife Lorraine as a keepsake for the times when he is away at sea in HMS Ark Royal.

"Neil was flabbergasted when he heard his portrait had won," said Lorraine, "He has never seen himself as model material."

"But we all love the pictures Peter took and, even if we hadn't won, they have already given us so much pleasure."

Fortunately baby Joseph also enjoyed having his picture taken and Neil revealed he acted like a real professional in front of the camera!

As well as being awarded the coveted title the Harris family, from Gosport, also received a £1,000 cheque which they hope to spend on a holiday in Cornwall with their other children, Shelly, 14, Jolene, 10, and Stephen, nine.



Letter of thanks

WHEN tragedy strikes a young naval family it is always good to hear that from Admirals down to Able Seamen the Navy is quick to respond.

AB(S)SM Maslin, of HMS Calpe, writes: "Our crisis began on March 13 when our son Nicholas died of Sudden Infant Death Syndrome."

"From that moment on everyone did their bit to help my wife and I — families in Gibraltar, where I was serving, nurses, doctors, Family Services, Gibraltar's padre and numerous others."

"Because of the quick actions of the Movements Office we left Gibraltar and landed straight into the hands of HMS Drake where they took over everything HMS Rooke had started, handling all our problems and putting us first before everything."

"Even the salute the Main Gate staff at Drake gave our son meant so much."

"To those who were involved in our tragedy my family and I would like to thank you from the bottom of our hearts for all your help and support."

"My wife and I have learnt that in times of crisis the Navy is prepared to offer a gigantic shoulder to cry on."

Special unit is a life-saver

AS A "thank you" to the Special Care Baby Unit (SCBU) in Freedom Fields Hospital, Plymouth, for saving the life of her young son, Jill Oxley has presented staff with eight painted plywood cartoon characters, made at the RN Community Centre Family Workshop at Chaddlewood.

Baby Jon, whose father Mark serves as a Leading Cook in HMS Torbay, was born two months prematurely and it took nearly five hours to get him correctly connected to an incubator.

He was then transferred to Bristol Neo-Natal Care Hospital where he underwent two operations and where it was discovered he had cystic fibrosis.

Godparents

"Jon nearly died twice," said Jill Oxley, "But thanks to the special care and dedication of all the staff in the SCBU he is here now."

Jill and Mark will retain a life-long connection with the unit — they have invited nurse Anne Eastwood and Dr. Richard Tatum to be Jon's godparents.

FLATS GO UP IN SALTASH

A PROJECT to build 33 flats for naval pensioners and their widows has been undertaken by Greenwich Hospital in Saltash.

The development — Greenwich Place — is the second of its kind. The first, Greenwich Court, in Southsea, Hants, was opened three years ago and has proved a big success.

Greenwich Place will be managed on behalf of the Hospital by the Church of England Soldiers', Sailors' and Airmen's Clubs (CESSAC) and is expected to open in April 1993.



Family Life



Community centre opens in Gosport

NAVAL families in Gosport are looking forward to using a host of facilities provided by their new community centre off Grange Lane, Rowner, which is due to open this month.

Various activities will be available throughout the week including a mothers' and toddlers' group, coffee mornings and aerobic sessions.

A bar facility is also being provided and opening times will be arranged around structured activities eg. bingo, darts evenings.

Weekend opening includes Friday, Saturday and Sunday evenings and Saturday and Sunday lunchtimes.

Once a committee has been formed a programme of social events can be arranged for the centre.

Volunteers are now required to serve on the committee

which comprises chairman, vice-chairman, treasurer and secretary (the estate community officer is to be permanent treasurer and secretary) and up to 12 voting members (including chairman and vice-chairman).

A meeting will be held to elect committee members at

the centre on May 12 at 1900 hrs and is open to all full members (Service personnel and their families living on, or adjacent to, the estate).

So far eight ladies have volunteered and estate community officer Peter Cook is looking for more men to step forward!

Anyone interested should contact him at 7 North Path, Rowner (tel. Gosport 580115).

Like father, like son



A ROYAL occasion rounded off a successful 36-year career in the Navy for Cdr. Keith Thomas, left, when he was presented with his OBE at Buckingham Palace, accompanied by his son Lieut. Richard Thomas.

The royal connection does not stop there, however, for both father and son have served in the Royal Yacht.

Jubilee

A two-year attachment with HMY Britannia saw Cdr. Thomas help celebrate the Queen's Silver Jubilee in 1977 while son Richard currently serves on board as Assistant Navigating Officer during this, the 40th anniversary of the Queen's accession to the throne.

Cdr. Thomas' long career included service on board HMS Devonshire and Norfolk as well as a period in Malta and before leaving the Navy — on his 53rd birthday — his final job was with Commodore Naval Ship Acceptance in Bath.

HOLIDAY '92

EACH year the Service Children's Educational Authority organises a holiday for 20 Service children who have special educational needs.

This year's holiday, which is sponsored by the Guild of St Helena and at no cost to parents, will take place at Langley Lines Weekend Training Centre, Greatham, near Liss, Hants from June 13-20.

For further details contact Maj. A. J. Cardy at Woolwich Garrison (tel. 081 781 4263).

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Notice Board



Promotions to Chief

AUTHORITY was promotion of the following ratings to chief petty officer was issued by HMS Centurion in April:

OPERATIONS BRANCH (SEAMAN GROUP)
To CPO(OP)S — J. Nelson (CINCFLEET).

(COMMUNICATIONS GROUP)
REG and PT
To CRS — A. Young (Mercury).
To CPOPT — M. L. Bath (Arrow).

SUPPLY AND SECRETARIAT
To CPOSA — A. D. Whitehall (Portsmouth FMRO).

MEDICAL BRANCH
To CPOMA — C. Campbell (Nelson).

SUBMARINE SERVICE
To CRS(SM) — T. J. Lumsden (Neptune Base OPS).
To CPOWEM(R)(SM) — A. W. Vaudin (Dolphin Sm. Schl).

FLEET AIR ARM
To CPOACMN — R. C. Gallichan (846 Sqn).

To CPOAEM(M) — K. J. Sinar (Heron), M. C. Willis (814 Sqn), R. Simpson (810 Sqn), D. I. Ringrow (845 Sqn).

CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in March:

ACPOEA(L) — M. J. Bell (MOD CNSO SCU), J. G. Fawcett (MOD CNSO SCU), D. R. Fitzpatrick (MOD CNSO SCU), D. A. Fry (MOD CNSO SCU).

CPOMEA — R. J. Arnett (Defiance FMB), S. Bridgman (Captain SM2), W. C. Farrow (Minerva), R. Grant (Defiance FMB), B. Jacobs (Sultan), C. E. Lowe (CFM Rosyth).

S. Poole (Valiant), M. L. Row (Edinburgh), A. J. Waugh (Defiance SMMU), S. E. Whalen (Portsmouth FMRO), P. C. Wheadon (Sultan), R. H. A. White (Defiance FMB).

ACPOMEA — M. J. Carter (Sultan), D. A. Crawley (Dolphin SMMU), G. S. Curran (Neptune NT), A. Evans (Renown Port), L. J. Fitzpatrick (Trenchant), A. J. Foster (Sovereign), A. W. Freeman (Trenchant), G. R. Hawkins (Sultan), K. A. Keenan (Sceptre), J. J. Kelly (Sultan), W. J. Kelly (SM2 (SDG) Devonport), G. L. Kirby (Trenchant), S. P. Lake (Flt Eng Portsmouth), J. G. McArthur (Trenchant), G. F. Nicholson (Gloucester), I. T. Walton (Turbulent), M. J. Wheadon (Vanguard Port), S. White (Torrey), D. Williams (Sceptre).

ACPOEA(L) — D. R. Smith (Sultan).
CPOAEM(WL) — J. P. Holmes (815 Flt 232), M. Ord (800 Sqn), T. J. Roland (815 Flt 200), N. J. Sneesby (815 Flt 205), G. I. Wilshaw (845 Sqn), A. J. Young (815 Flt 216).

CPOAEM(M) — A. W. Wilkinson (772 SK4 SAR).

CPOWEA — S. G. Adams (CFM Rosyth), S. H. Clay (Valiant), J. E. Finch (CFM Rosyth), L. J. Large (Brave), S. E. Pearce (Andromeda), C. P. Redmond (Dolphin Sm. Schl), A. J. Scott (Broadsword), P. M. Smith (Repulse Port), J. S. Thomson (Valiant), J. R. Todd (Edinburgh), R. R. Wheeler (Dolphin SMMU).

ACPOEA — A. N. Gwinnett (Splendid), M. R. Lewis (Birmingham), R. A. Macpherson (Flt Eng. Whale Island), G. I. Todd (Splendid), J. Williams (Royal Arthur), I. D. Wood (Dolphin Sm. Schl).

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by HMS Centurion in April for the following ratings to be promoted to acting charge chief artificer:

To ACCMEA — R. Clarke (Dolphin), M. J. Isle (Neptune), J. F. Nesbitt (Torrey).

Appointments

New Flag Officer Plymouth

VICE-Admiral R. T. Newman, at present Deputy Commander Fleet/Chief of Staff, becomes Flag Officer Plymouth in September in succession to Vice-Admiral Sir Alan Grose.

He also assumes the appointments of Naval Base Commander Devonport; Commander Central Sub-Area Eastern Atlantic; and Commander Plymouth Sub-Area Channel.

Capt. N. E. Rankin, commanding officer of HMS Ark Royal, is to be promoted rear-admiral and become Commander British Forces Falkland Islands in August. Succeeding him in command of the Ark Royal on July 8 will be Commodore J. J. Blackham, at present serving in MOD.

Other appointments recently announced include:

Commodore D. A. J. Blackburn, Cornwall in command and as Capt. F8, Sept. 8.

Capt. D. G. Littlejohns, RN Engineering College Manzanar as Captain, August 7.

Cdr. R. J. Mansergh, Tireless in command, Oct. 6.

Cdr. A. Croke, Alacrity in command, Sept. 8.

Lieut.-Cdr. T. R. Herman, Renown (Starboard) in command, Sept. 29. (promoted commander June 30).

Lieut.-Cdr. C. D. Lightfoot, Valiant in command, June 30.

TOP NATO JOB

FIELD Marshal Sir Richard Vincent, Chief of the Defence Staff since March 1991, is to be appointed chairman of NATO's Military Committee.

He was elected by NATO chiefs of staff to head the alliance's most important planning and co-ordinating body from early next year.

It is only the third time in 25 years that the appointment has gone to a British commander.

Points

The following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at May 1, 1992.

Intermediates (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during April.

CCMEAM — Int (28.8.91), Nil;
CCMEAL — Dry, Nil; CCMEALSM — Dry, 3; CCMEALSM — Int (27.1.92), Nil;
CCWEAADC — Int, Nil; CCWEAADC — Int (28.1.91), Nil; CCWEAADC — Dry, Nil;
CCWEAADC — Dry, Nil; CCWEAADC — Int (1.9.91), Nil; CCWEAADC — Int (1.1.91), Nil;
CCWEAADC — Int (1.1.90), Nil;
PO(EW)/RS(W) — Int (7.6.91), Nil;
LS(EW)/LRO(W) — Int (6.12.91), 1; PO(M) — Int (28.9.90), Nil; LS(M) — Int (7.6.91), 6;
PO(R) — 181, Nil; LS(R) — Int (27.9.91), 6;
PO(S) — Dry, 2; LS(S) — Int (15.3.91), Nil;
PO(D) — Int (8.12.89), Nil; LS(D) — 311, Nil;
PO(MW) — Int (6.12.91), Nil; LS(MW) — Int (15.3.91), Nil; PO(SR) — 164, Nil; LS(SR) — Int (8.12.89), Nil; PO(SEA) — 129, Nil; CY — 203, 1; LRO(T) — Int (5.12.89), Nil; RS — 178, 1; LRO(G) — Int (12.3.91), 3; POPT — 215, Nil; RPO — 147, Nil.

PO(ME)(L)(GS) — Int (15.4.91), 1; LME(M)(GS) — Int (18.12.91), 1; PO-ME(M)(GS) — 330, Nil; LME(M)(GS) — Int (6.12.89), Nil; PO(ME)(O)(GS) — Int (8.7.90), 1; LME(M)(O)(GS) — Int (11.3.91), 6;
PO(ME)(R)(GS) — Int (6.5.91), 6;
LME(M)(R)(GS) — Dry, 11; POCA — 89, Nil;
POCK(GS) — 336, Nil; LCK(GS) — 72, 5;
POSTD(GS) — 663, 3; LSTD(GS) — Int (19.6.90), 6; POA(GS) — 488, Nil; LSA(GS) — Int (18.10.90), Nil; POWTR(GS) — Int (27.7.90), Nil; LWTR(GS) — Int (20.2.92), 2;
POMA — 94, 1; LMA — Dry, 2.
PO(S)(SM) — Int (19.8.91), Nil; LS(S)(SM) — 178, Nil; PO(TS)(SM) — Int (9.10.90), Nil; LS(TS)(SM) — Int (21.5.91), Nil; RS(SM) — 247, Nil; LRO(SM) — Int (13.3.90), Nil; PO(ME)(L)(SM) — 436, Nil; LME(M)(L)(SM) — 163, Nil; PO(ME)(M)(SM) — 686, 1;

LME(M)(SM) — 584, Nil; PO(ME)(O)(SM) — 311, Nil; LME(M)(O)(SM) — 66, 1; PO(ME)(R)(SM) — Int (5.11.91), Nil; LME(M)(R)(SM) — 97, 1; PO(UW)(SM) — Dry, Nil; POA(SM) — Int (28.11.90), Nil; LSA(SM) — Dry, Nil; POWTR(SM) — Int (12.7.90), 2; LWTR(SM) — Int (12.2.92), 1; POCK(SM) — Int (17.10.91), 1; LCK(SM) — 627, Nil; POSTD(SM) — 237, Nil; LSTD(SM) — 475, Nil.

POA(AH) — 665, Nil; LA(AH) — 653, Nil; POA(METOC) — Int (13.7.90), 1; LA(METOC) — Int (14.2.92), 3; POA(PHOT) — 229, 1; POA(SE) — 300, Nil; LA(SE) — 85, Nil; POACMN — 411, 2; POAEM(M) — 162, 2; LAEM(M) — 203, 3; POAEM(R) — Int (8.11.90), 1; LAEM(R) — 199, Nil; POAEM(WL) — 269, Nil; LAEM(WL) — 469, Nil; POAC — Dry, Nil.

POWREN(R) — Int (5.3.90), Nil; LWREN(R) — Int (9.7.90), 2; POWREN(RS) — 153, Nil; LWREN(RS) — 92, Nil; POWRENPT — Int (13.2.90), Nil; RPOWREN — 82, Nil; POWRENCK — Int, Nil; LWRENCK — Int, Nil; POWRENSTD — 552, Nil; LWRENSTD — Int (19.2.91), 1; POWRENSA — 193, Nil; LWRENSA — Int (18.10.90), Nil; POWRENWTR — Int (7.12.89), Nil; LWRENWTR — Int (17.10.91), 3; POWRENWTR(G) — Int (20.2.92), Nil; LWRENWTR(G) — Int, Nil; POWRENMETOC — Int, Nil; LWRENMETOC — Int, Nil; POWRENPHOT — Int (6.2.90), Nil.

POWRENAEM(M) — 130, Nil; LWRENAEM(M) — 185, Nil; POWRENAEM(R) — Int, Nil; LWRENAEM(R) — 122, Nil; POWRENAEM(WL) — 186, Nil; LWRENAEM(WL) — 192, Nil; POWRENETS — 176, Nil; LWRENETS — Int (7.8.90), 1; LWRENET — 305, Nil; POWRENSA — Int (16.1.91), Nil; LWRENSA — Int (9.10.90), Nil; POWRENDHYG — Int (5.7.90), 1; POWRENDISA — Int, Nil; LWRENDISA — Int (21.3.90), Nil; POEN(G) — 149, Nil; LEN(G) — Dry, 1; PORGN — Int (12.11.91), Nil; POMA(G) — Int (12.3.91), Nil; LMA(G) — Int, Nil.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22:

POWRENQA — 120, Nil; POWRENMT — 719, Nil; POWRENTEL — 1022, Nil.

Deaths

S. P. E. Steggles, RO1(T), HMS Nelson, March 21.

L. Leonard, POWEM(O), HMS Collingwood, March 23.

D. Jones, POMA, 845 Squadron, April 7.

D. R. Marriott, LS(EW), HMS Coventry, April 8.

B. G. Malloch, MEM(M), HMS Sovereign, April 9.

Sir Richard Smeeton, KCB, MBE, Vice-Admiral. Former Flag Officer Naval Air Command and later Chief Executive of the Society of British Aerospace Companies. Served 1926-65. Qualified as pilot in 1935, flying from HM ships Courageous, Eagle, Glorious and Furious, and commanded 800 Squadron in HMS Ark Royal. Later served in Pacific. Commanded HM ships Alert, Falcon and Albion (at Suez). Flag Officer Aircraft Carriers and NATO Deputy Supreme Allied Commander Atlantic before becoming FONAAC, April 79.

J. Hext Lewis, OBE, Capt(retd), Second World War pioneer in ship deausting. Served 1916-47, including HM ships Barham, Hood, Rodney and Courageous and commanded HM ships Intrepid and Ameer. Later Lord Lieutenant of Cardiganshire and Lieutenant of Dyfed, April 88.

J. Babington, GC, OBE, Lieut.-Cdr. (retd), Won George Cross as a sub-lieutenant RNVR, for dismantling a dangerous bomb in Chatham dockyard in 1940. Headmaster Royal Hospital School Holbrook 1951-55. April 81.

A. Cleator, Ex-CPT. Service included RN air station Culdrose.

W. D. Roch, Lieut(retd), Served 1936-70, including HMS Turnall, Delight and Orwell. Wartime service in submarines. April 71.

T. Turner, Ex-Coxn., LCT. Service included Juno Beach on D-Day. April 83.

K. Wilson, Ex-AB. Service included HMS

Sikh, and member Sikh Veterans' Assn. Served with RNZN 1947-50. April 70.

J. A. McCarter, Ex-CPOEA (former RMECH). Served 1961-86, including HM ships Mohawk, Brereton, Bristol and Aurora.

R. Ayres, Ex-FCCOXN. Service included HM submarines Resolution, Alcide and Auroras. April 83.

W. C. Tinkler, Ex-CRS. Served 1940-84, including Royal Malaysian Navy during Indonesian confrontation. Survivor of HMS Repulse; also served in HM ships Arbutot, Euryalus, Revenge and Ramillies. Former Secretary of RNCCA.

D. Royle, Survivor of HM ships Charybdis and Rajputana. Ex-Mersey Div., RNVR. April 74.

R. Cowan, Service included HM submarines Unrivalled, Satyr and Affray. Founder member West of Scotland branch SOCA. Retired to USA. April 69.

K. Simmonds, Ex-AB. Ships included HMS Ajax at Battle of River Plate. April 72.

R. Dixon, Ex-NAM(E). Served 1951-58. Member Pembroke branch Fleet Air Arm Assn.

The deaths are reported of the following members of the Algerian Assn: K. Fletcher (ex-HMS Rosario) and P. Hamilton-Adams (HMS Mutine).

ROYAL NAVAL ASSOCIATION

The deaths are reported of the following shipmates:

K. R. Avery, chairman and founder member, Saltash. Wardmaster Lieut.-Cdr. (retd). Served 1933-64, including HM ships Adventure, Capetown, Diana, Medway, Westcott and Stalker. April 78.

F. E. Jay, Reading. April 65.

K. Fletcher, Newark. Ex-STO, ships including HMS Orion. April 67.

F. Jiggins, Newark. Ex-AB. Served 1939-46, including HMS Ajax. April 72.

Pen Friends

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals", Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Sue (16), Hull, Humberside. Tracey (20), Plymouth. Jennifer (18), Nottingham. Diane (16), Hull. Shirley (22), Prescott, Merseyside. Michelle (15), Thamesmead, London. Caroline (18), Nottingham. Helen (22), Plymouth. Valerie (47), Paignton, Devon. Lisa (20), Rugeley, Staffs.

Karon (31), Marton, Middlesbrough. Kathy (18), Swansea, Glam. Melanie (20),

A. E. Southgate, City of Ely. Served 1919-46. April 90.

R. Gibson, Uxbridge. Served with FAA Ships including HMS Victorious.

D. Regan and Elsie Piper, Christchurch.

H. C. Brown, former secretary Dursley and District; secretary No. 7 Area. April 72.

Capt. A. H. Little, CBE, Winchester. Retired 1973 after 35 years' service. Ships included HMS Kenya, Froisher and Vanguard.

D. Prosser, Hinkley, former member Wigston. Ex-O/STD. April 66.

R. Forster, former chairman Newton Aycliffe. Ex-Sgt. RM. Member RM Assn. April 58.

F. C. Womersley, oldest member Halifax. Served in HMS Ramillies during the First World War. April 91.

R. A. Stringer, Nuneaton. Chairman Nuneaton Royal British Legion. April 86.

S/M Rendle, Dartmouth. April 85.

L. Hedley, Sidcup. Founder member and PRO HMS Euryalus Assn. April 68.

F. Jarvis, welfare officer, High Wycombe. April 67.

E. Hall, former chairman St. Helens. Ships included HMS Argus and Redpole. April 70.

F. R. Jones, Watford. Ex-RM. Served N. Africa, Italy, France and Germany. April 68.

S. Hedges, Swindon. Ex-PO. Served 1939-53 including HMS Dunluce Castle, Marshal Sout, Liverpool and Implacable.

SD List

THE following candidates have been selected for promotion to Sub-Lieutenant (EXMESM) on the Special Duties list to date June 15.

CCMEA(ML) N.B. Dunsby, ACCMEA(EL) S.P. Keeley and R. H. Knight, and CCMEA(ML) S. D. Mitchell.



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Cheers!

FOLLOWING his visit on board HMS Invincible, the Prince of Wales instructed the ship to "splice the mainbrace". Here we see her commanding officer, Capt. John Tolhurst, topping up Wren Barney Barnes' glass, under the watchful eye of Sub-Lieut. Colin Macaskill, the Invincible's Catering Officer.

This is believed to have been the first time WRNS personnel at sea have been invited to partake of the tot.





Education



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Schools choice — the options

REASONS FOR BOARDING

MANY Service parents need to choose a boarding school for their children for a wide variety of reasons.

They may be serving overseas or have busy time-consuming careers in this country. Their child may have a special ability which can be best channelled at a certain school, or may simply be an only child or have few friends of the same age nearby.

Boarding schools provide a stable environment for such children and particularly encourages the individual to be self-reliant.

INDEPENDENT OR STATE?

IN THE UK the majority of boarding schools are independent — that is, not subject to a Local Education Authority. Most are registered as charities, with only a few being privately owned.

State boarding schools are also an attractive financial alternative, as the State funds the education element (tuition) while the parents find only the boarding cost. In both cases, the Navy is able to provide financial assistance with boarding fees by the allocation of the Boarding School Allowance (BSA).

NURSERY FACILITIES

AMONG facilities of the picturesque city of Winchester in central Hampshire is boarding availability at the Westgate School, Kings' School and Peter Symonds Sixth Form College.

The Westgate School, which takes girl boarders from 11-16, has waiting lists in three of its five years. Kings' School takes boys from 11-16 and, like the Sixth Form College, which provides boarding in three separate houses, is another thriving establishment.

Aim in all the boarding houses which serve these schools is to create the atmosphere of a large family home. All the staff have faced innovations in recent years, which have included weekly and short-term boarding. More unusual, though, are two features of Rotherly, the boarding house which serves the Westgate School, and in a sense provides for the boarders those other "members of the family," the brothers and the toddlers.

A nursery which operates throughout the day in the house is for babies and children of up to five, and the "twilight boarding" facility enables Westgate pupils to stay on, study, dine and relax with the boarders for up to five hours until parents returning from work can collect them.

The maintained boarding providers of Winchester are keen to make known their determination to offer greater variety than in the past.

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ADVICE ON BOARDING EDUCATION

Service parents who wish to seek advice on boarding schools suitable for their children may communicate direct, or through their Unit Education Officers, with SCEA (Advisory Service) HQ Director of Army Education, Court Road, Eltham, London SE9 5NR (Tel: 081-854 2242 Ext. 4277/4279). Parents are normally requested to complete a questionnaire before advice is given. Copies are available from Education Officers or from SCEA 1a at the above address.



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This statement is a collection of reports written by the professionals, such as doctors, health visitors, social workers, educational psychologists, and teachers who have been closely involved in one way or another with the child concerned. In Scotland the statement is known as the Record of Needs.

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SCEA is able to offer advice on how to get a statement, which can take some time. Once produced in its final form, it is reviewed every year so that if the child's needs change new arrangements can be made.

Some parents may also be unaware of the range of other educational support offered by SCEA for children with special needs — from an increased boarding school allowance, to additional free flights and assistance with postings.

Further details are contained in JSP 342 — the Education of Service Children (Chapter 6); and Special Educational Needs — Parents information booklet, which are available through Service sources or SCEA. For further advice contact: SCEA 1b, HQ DAEd, Court Road, Eitham, London, SE9 5NR.



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ADVERTISERS ANNOUNCEMENT

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Quick run round the track news

TAKING the strain off her trainers is WrenWtr Emma Craig (right), who has shown many more experienced athletes a clean pair of heels during a most successful cross-country season.

Her triumphs include becoming Plymouth Command champion and being the first member of the WRNS squad home at the annual Inter-Services Cross-Country Championships at RAF Halton.

This performance qualified her for Royal Navy colours, which were awarded by Vice Admiral Sir Robert Hill during

a visit to the Fleet Maintenance Base HMS Defiance.

Emma has just successfully completed her Part IV Writers training in the Unit Personnel Office there, where she was responsible for administering the pay accounts and service records of 250 ratings.

□ □ □

Portsmouth's Mountbatten Centre will be the venue for the inaugural Navy Cup athletic competition on Wednesday July 15. Winning establishment teams and men and women from Command Championships will be invited to compete.

□ □ □

Congratulations to the WRNS of HMS Daedalus and HMS Sultan on winning the first Inter-Service Half Marathon Team Championships. These took place at Fleet in Hampshire. The winning team comprised Sub-Lieut. Niki Yeomans, LWrenPT Jackie Hutchings and Tracey Barker.



AIMS MET

WITH a new electronic scoreboard and backboards and probably the best playing area available to any of the three Services, HMS Nelson's gymnasium proved an excellent venue for the 1992 Inter-Service Basketball Championships, writes **Lieut.-Cdr. Steve Fuller**.

It was to prove a most enjoyable two day tournament, and included a visit by the First Sea Lord, Admiral Sir Julian Oswald, first Life Vice President of the RN Basketball Association.

The Association's aims this year were to revive flagging junior level basketball, consolidate at senior level and to introduce WRNS to the sport.

First and third of the aims were achieved: a completely new squad was entered in the juniors competition following team selection (something not achieved for the past three years).

For the first time ever, the WRNS were able to enter the Championships, they had been coached by Steve Fuller.

They gave a good account of themselves considering they had only come together the Monday prior to the weekend Championships, but they could not match the WRAF, who won 44-59, or the height and ability of the Army, who won 22-68.

Retirements from the Service, player non-availability and injuries all took their toll on the senior team, whose results were not as pleasing as they could have been.

Results — seniors: RN 53 RAF 83, RN 71 Army 86, Army 57 RAF 69. 1, RAF; 2, Army; 3, RN. Juniors: RN 57 RAF 93, RN 72 Army 87, Army 46 RAF 61. 1, RAF; 2, Army; 3, RN. Women: WRNS 44 WRAF 69, WRNS 22 Army 68, Army 57 WRAF 36. 1, Army; 2, WRAF; 3, WRNS.

Come upppance on the Came Down course

IN THE season's opening match an experimental Navy side were well beaten 15-3 in windy conditions at Came Down Golf Club near Weymouth by a very strong Dorset team, writes **Lieut.-Cdr. Roger Knight**.

President of the Dorset side, Surgeon Cdr. Donald Holmes, a Navy golfer of the '60s, said, "Having reached the English county finals last year, we aim to do the same; so I want my team to be 'battle hardened' ready for our first championship match."

With two newcomers, POCA George Nicholls (Nelson) and LCpl. Nigel Small (CTCRM), and the recall of LWtr Ian Ashenden (Minerva) after an absence of three years, the Navy's four-somes pairings were necessarily experimental.

First RN pair, CPO Pat Smith (Culdrose) and POWEM(R) Steve Tinsley (Collingwood) fought gamely but went down 2/1. In the next two matches the Navy were well beaten, but in the fourth the local knowledge of CPO Brum Hunt (Culdrose), a member of Came Down, proved its worth. He and Nicholls gained the Navy's only point in the foursomes.

Twisted

Trailing 5-1 at lunch the Navy faced a struggle to haul back the deficit in the afternoon singles. With the retirement from the Navy of Surgeon Lieut.-Cdr. Phil Guest, the mantle of having to lead fell on the shoulders of Pat Smith. Up against a plus 2 handicap English international, he hung on gamely to reach the ninth green all flat — only to miss

a three foot putt to lose the hole. His opponent twisted the knife by birdieing the next to go 2 up and eventually won 4/3.

Lieut.-Cdr. Ian Yuill (CTCRM), promoted to post of team captain, lost 3/2 and Tinsley had a close match before losing 2 down. Lieut.-Cdr. Pat Lynch stopped the rot by winning his match 4/3 and Ashenden gained a half.

Crater

The only other success was CPO Don West (CFM Rosyth) who fought back from 1 down with 2 to play to salvage a half. His recovery from a large crater adjacent to the 17th green was nothing short of a miracle. Not only did he manage to get the ball up and out on to the green from a horrid lie, but the ball came to rest a foot from the hole!

His opponent, who had thought he had the game won, was pretty demoralised and duly lost the 18th.

CPO Taff James (Osprey), "press ganged" into the team at the last moment, refused to be overawed by the occasion and gave a gritty performance in the last match, eventually losing at the 17th.

This was always destined to be a difficult match, but the Navy's newcomers will certainly have benefitted from playing against first class opposition.

RUGBY KNOCKOUTS HOT UP

THE Courage-sponsored Midi and Mini Ships Rugby Knockout Competitions have been well supported despite heavy operational commitments and fiercely contested — in some instances by ships barely big enough to a field a full 15.

First of the mini ships semi-

finals saw the skeleton crew of HMS Intrepid overcome HMS Splendid after a spirited encounter at Devonport which went to extra time.

They now go on to meet the winner of the match between HM ships Shetland and Jersey.

In the Midi ships competition, a confident HMS Scylla team were first to win through

to the semi finals, with a 17-0 victory over HMS Andromeda.

The Submarine Flotilla is still very much in the frame with teams from the Sovereign, Trafalgar, Vanguard and Sceptre remaining in contention. But quietly confident are the XV's from HM ships Brazen and Marlborough, both determined to ensure the "skim-mers" are there at the end.

Well done, everyone



AT THE end of an outstanding season the HMS Collingwood 1st XI football team received two trophies; their league cup, which they looked like winning most of the season, and the Senior Challenge Cup, in the final of which they beat HMS Daedalus 3-2.

Meanwhile, the 2nd XI (pictured above with Capt. Peter Wason) were busy winning the Junior Challenge Cup. The final against HMS

Dryad was played in difficult conditions at Burnaby Road and finished 2-0 in favour of Collingwood.

Soccer was just one of 13 sports contested by HMS Collingwood and the Army Apprentices College at Chepstow in the Spring Term Games. More than 100 Collingwood personnel travelled to Chepstow to compete — very successfully: Collingwood won 14-12.

VICTORY AGAIN IN CONSTANTINOPE

THE NAVY were pleased to welcome back LPT Steve Riley. (Daedalus) after injury and awarded a first cap to LStd Ian Pattison. (London) as they took on the RAF in the deciding match of this year's Constantinople Cup for the Inter Services Championships, writes **Lieut.-Cdr. Jim Danks**.

The early Navy attacks came down the left side of the field where LReg Kevin O'Donnell was the driving force and in the 12th minute, following his free kick, POAEA Chris Long (Seahawk) had a long shot which went just over the bar. POWEA Steve Johnson (Collingwood) was coping

well with the RAF attack, well supported at the heart of the Navy defence by Riley.

Gradually the RAF came more into the game and their pressure proved successful when, in the 30th minute, Cpl Steve Thompson took a corner. Cpl Damien Maguire knocked the ball goalwards where it bounced around before LAEM Nigel Thwaites miss-hit it into his own net.

Thompson was behind most of the RAF attacks and he was denied by Pattison with a timely clearance after he had beaten the Navy off side trap. Five minutes later he was prevented from scoring by the alert PO-MEA Stuart Adams in the Navy goal, who was again playing in inspired form. The Navy were finding it hard to break down a resolute RAF defence and they turned round at

half time still a goal behind.

At the start of the second half, Thompson had the chance to put his side further ahead but Adams stopped him with a fine save from close range. The Navy were slowly putting their game together and Cpl Russ Wilson (RM Poole) nearly equalised in the 55th minute.

It was non stop action now as both teams looked for goals and the Navy needed goal line clearances from Johnson in the 58th minute and Riley five minutes later to keep their team's chances alive and prevent the dangerous RAF forwards from increasing their lead.

With 20 minutes remaining L/Wtr Paul Benson (MCM2) replaced LPT Nick Haigh and he quickly made his presence felt with a couple of good runs at the RAF defence. But it was Adams again to the Navy rescue when he denied Sgt Mick

Browes.

As the game entered the last 10 minutes it looked as though for the third year in four, an own goal was to help the RAF in their effort to win against the Navy. However the RAF defence was finally breached when following a good corner from O'Donnell, the ball was forced over the line by Ian Pattison to level the scores

Reward

The Navy needed to hold out for a draw to retain the title, but they confidently looked for a second goal and were nearly rewarded when LPT Paul Willetts brought a fine save from Toogood. The ball was cleared from the resultant corner and this was soon followed by the final whistle.

The Navy were the Champions for the second year running after two battling performances

in this year's championships in which they showed great determination and team spirit which came out tops against tough opposition. The achievement in retaining the trophy can be measured by the fact that this was only the second time since 1939 that they have achieved this feat.

The RAF will rue the many missed chances which meant they finished runners up for the second season.

But at the end of the match a delighted CPO John Gwynn, the Navy Manager, said: "We were lucky but I could not have asked for greater effort and I am delighted." The Navy will now look forward to their tour to Hong Kong in the autumn as Inter Services Champions.

□ □ □

PLAYED in Belgium, the Kentish Cup deciding match saw the Combined Services under

heavy pressure from the Belgian Armed Forces. It was a game of much good football and plenty of goalmouth action, not reflected in the 0-0 scoreline.

Sgt Tiv Lowe (CTCRM) captained CS in what may prove his final season at this level, and gave an inspired performance. Other Navy players were Steve Johnson and Steve Riley.

CS will regret letting a two goal lead slip away at Aldershot against the Netherlands; but for that they would have won this year's competition.

□ □ □

HMS Seahawk, this season's Navy Cup winners, play 2 Signal Regt. (the Army Cup winners) at York on May 13th in the Naafi Jubilee Cup competition. They will be at home on May 19th to RAF Lyneham, the RAF Cup winners. Both matches kick off at 1500.



Oakley is Pompey area mountain bike champion

TWENTY cyclists competed in the inaugural Portsmouth Area Mountain Bike Championships. These were staged most successfully in HMS Mercury, whose staff adapted the cross-country course for the event, adding one or two little surprises.

Experience quickly shone through as Cpl Jim Oakley (Lympstone) took an early lead. He maintained this throughout, despite the constant challenges of PO Wright (Dryad) and POWEM Gale (Collingwood),

and won in a time of 16 mins. 54 secs. Wright followed just 5 seconds later and Gale was third in 17 mins. 15 secs.

Wren Downie (Mercury), the only woman competing, battled

her way round the course to finish in 25:54.

Left: Competitors line up for the start of the first Portsmouth Area Mountain Bike Championships.

Helen clips RAF wings

FIVE days of fast and exciting badminton settled the Inter-Service Badminton Championships and Combined Services Tournament, hosted by HMS Sultan but dominated by the Royal Air Force.

Most noteworthy exception came in the ladies singles event, which was convincingly won by Royal Navy Nurse Helen Cauldwell (Haslar). Playing in her first inter-service tournament, she outclassed the experienced Ft.-Lieut. Judith Tamlyn RAF to win the final 11-4, 11-2.

So ended RAF dominance in this event for the past five years. Meanwhile, the men's title stayed with the airmen, being retained by Cpl. John Austin.

The Navy, short of several top players, finished third in the team event, behind the RAF and Army. The Senior Service's most successful players were the doubles pairings of MEMs Ian Shore (Coventry) and Nigel Onions (Defiance) and Lieut.-Cdr. Geoff Rowlands (Osprey) and WO Richard Wiseman (Collingwood).

At the close of the competition, generously sponsored by Allied Beer Brands, Rear-Admiral Myres, President of the RN Badminton Association, presented the trophies.

Combined Services colours were awarded to CPO Andy Donaldson and RN colours to Mid. Louise Eastwood, Helen Cauldwell, PSN Jo McKenzie and PO Andy Stancliffe.



Sport



POWER AND GLORY

AS a new season begins for the country's powerboat racing fraternity, its two Royal Navy representatives — Cdr. Tim Williams and Lieut.-Cdr. Rob Andrews — are hoping more members of the Service will follow them into the sport.

They are keen to dispel any yachting prejudice that offshore powerboat racing is "a good way for the rich to waste money, create noise and annoy yachtsmen", pointing instead to the challenge it offers and range of skills it demands.

After four years learning the "ropes" as a navigator in a class III boat, Rob bought one of his own, Privateer. Equipped with a single two litre Mercury outboard developing some 180hp, she is capable of speeds exceeding 60 knots.

As Rob honed his driving skills, he was joined by his old bobsleigh partner, Tim, whose experience as a Seaman officer and Lynx pilot made him a natural for the navigator's seat. They finished fifth in their first championships despite missing several races and confidently embarked on the 1991 series — a proven crew in a proven boat. The confidence was well-placed and they won with a margin of 10 points.

In doing so they proved a production design with a "professional" crew employing sound engineering principles could beat purpose built racing boats with substantial sponsor-

ship. Tim and Rob are grateful to their own sponsors, Sea Life Centres and HMS Osprey, but their available funds fell well short of those enjoyed by many of their competitors.

Now appointed to HMS Norfolk, Rob will be unable to race full time this season, but hopes to participate occasionally. Tim will certainly be back on the powerboat racing circuit and will be joined by his brother, Cdr. Nigel Williams (FOST).

First race of the new season was the Spithead Trophy Race run from Port Solent on May 3.

Anyone interested in the sport — from involvement in the safety boats, timing and organisation to racing as a crew or owner — is invited to contact Lieut.-Cdr. R. D. Andrews in HMS Norfolk or Cdr T. N. E. Williams at Room 2325, MOD Main Building, Whitehall, London SW1A 2 HB. They can offer information and introductions.

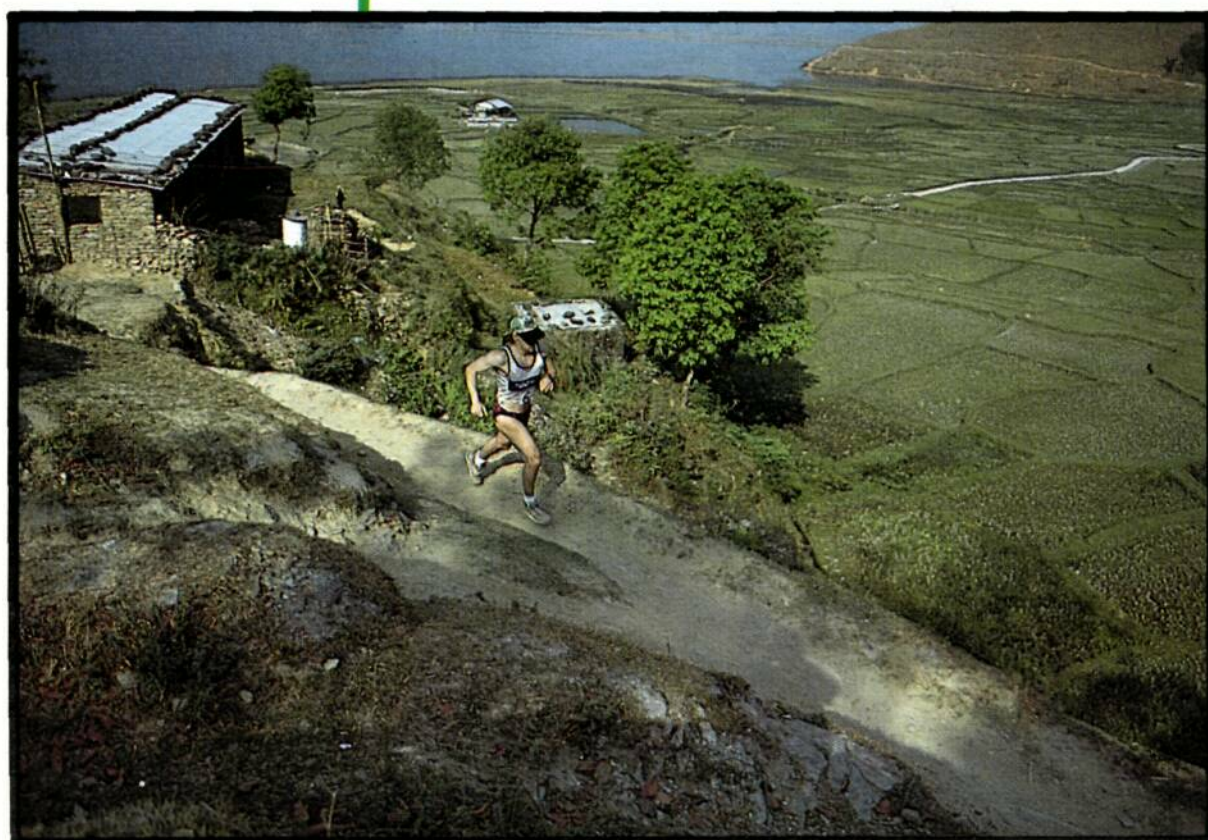
The first few options mentioned are free and will let people learn more about the sport before committing themselves to racing. And "basic" races, which are run throughout the season, allow owners of standard ski boats and cruisers a cut-price taste of racing.



Left: Laurel garlands for driver Rob Andrews and navigator Tim Williams. And 1991 laurels for C.34 Privateer (below): Spithead Trophy-3rd Class III (2 litre); Swansea Bay Grand Prix-1st overall and 1st Class III (21); London-Calais-London-best Prepared Boat; Humber 91-3rd Class III (21) UKOBA Grand Prix Series-Winner Class III overall, Champion Offshore Outboard Driver of the Year, Champion Navigator, Winner Class III (21), Most Improved Driver.



STEVE COMES SECOND IN HIMALAYAN TRIATHLON



FIFTY competitors lined up for the third annual Annapurna Triathlon in Nepal; among them CPOWEA Steve Crossley (HMS Dolphin). The arduous course, set around the idyllic waters of Phewa Tal lake in the foothills of the Himalayas, comprised a 2km swim, a 55km mountain bike course and a 12km fell run.

Race favourite Jack Maitland duly finished the lake swim first (28:53), followed by Steve (30:21) and Nepalese national swimmer Bimond Chetry (32:43).

Jack increased his hold on the race with a blistering ascent of the 700m peak of Sarangkot. The testing 10km. off-road "obstacle course" that followed thinned the field.

Jack still held the lead and Steve was still in second. They were quickly out of the transition area and

on their way back up the gruelling 700m. climb.

Fastest time for the run was 1:05:30, achieved by Nepalese national runner Bisham Rawal, a seven minute improvement on the previous record.

Maitland also broke his previous best by seven minutes, finishing in 1:20:39, making a total for the race of 4:02:29. Steve held on to his second place overall by finishing in 4:53:32.

The team event was won by the Nepalese national A-team.

● Next year's triathlon will take place in Pokhara, Nepal, on March 27th. For details write to Kulcha Tours Ltd., 5 Lucas House, Argyll Walk, London WC1.

Left: Loneliness of an Annapurna triathlete; Steve legs it through the Himalayan foothills.

OFF WITH THE OLD, ON WITH THE NEW

MARKING the change of cap tallies for personnel based at Portsmouth who joined Flag Officer Surface Flotilla staff are LA(Phot) Nathan Dua, WRENWTR Joanne Armitage and LA(Phot) Richard Blazier.

The establishment of FOSF took place in early April.

Picture: LA(Phot) Flo Foord.

Top of the class — twice

NAVY NEWS has topped two major classes in this year's British Association of Industrial Editors (BAIE) competition.

"Iraqi Navy Wiped Out", our March 1991 lead story on the Gulf war, took the award for best news story in a newspaper, magazine and newsletter, heading a class of 22 entries.

Said the judges, "Contains the stuff of war — destruction, personal drama, courage ... high credibility ... punchy and professional."

The story was written by deputy editor Jim Allaway, who was also responsible for the September edition centre-spread feature "Holding Up", covering introduction of the Upholder class submarines. "An impressive spread with dramatic photographs to match," said the judges in placing it first among 65 entries in the newspaper feature class.

Purpose of the awards, in a competition which attracts entries among private and public sector publications, is to "highlight and publicly recognise the very best in corporate communication."

● This year's successes mean Navy News has gained more than 60 awards since first entering the competition 20 years ago.



Tanker saved by Campbeltown

FIREFIGHTERS and salvage teams from HMS Campbeltown faced 100ft. fireballs as they battled overnight to save a burning supertanker off the west coast of Africa.

While on passage to the Falkland Islands, in company with RFA Gold Rover, on April 18 the Type 22 frigate received a Mayday call that the container ship Clipper Pioneer and the oil tanker World Hitachi Zosen had collided.

The Clipper Pioneer was already receiving assistance but the tanker had a large hole above the waterline and was burning fiercely.

After racing 125 miles south the Campbeltown dispatched a three-man command and control team by helicopter to co-ordinate the firefighting efforts.

Teams of firefighters were ferried across to the tanker by a Panamanian tug on the scene and by the ship's boats, and throughout the night they attacked the oil fire through searing heat and acrid black smoke.

HMS Campbeltown also made several close passes in an attempt to extinguish the fire from her flight deck, using her flight deck monitor and as many hose teams as possible.

Following an exhausting

night, the fire was eventually contained and a specialist Russian firefighting tug Moshchny finally extinguished the blaze some hours later.

The Campbeltown's firefighters and salvage teams were well-supported by RFA Gold Rover and were commended by the tanker's owners for their outstanding efforts throughout such a hazardous situation.

The frigate later sailed to Ascension Island, her first port of call on deployment, and where her ship's company enjoyed some well-deserved R and R.

ARK BOMB

● From page one

they considered the initial management and emergency surgery of casualties had been "exemplary."

Combined with the rapid and smooth move to Haslar, the top doctors believed this would minimise any long-term problems of the injured.

The bomb, which came from a Sea Harrier operating from the carrier and piloted by an RAF flight lieutenant, hit the ship at 4.33pm. It detonated as it penetrated the deck and smashed into a mess square below where five off-duty aircrewmen were relaxing. Another rating was laying in his bunk nearby.

But for "stand easy" which had begun a few minutes earlier, groups of sailors would have been on deck watching the Sea Harrier bombing runs on the splash target towed astern.

The flash was seen by the flight deck crew who spotted the hole and quickly directed a hose through it, quenching the fire below almost at once.

On board the carrier there is admiration for a 33-year-old

leading stores accountant who saw action in HMS Fearless during the Falklands but who wishes to remain nameless. Although dazed by the blast, he raised the alarm and quickly helped one man to the sick bay. "There was an explosion in the messdeck and it was all white smoke. I got out of my bunk, saw my mate and got him out. I went back but couldn't see anyone else. Meanwhile, I was shouting — 'Fire, fire, fire.' It could have been worse. Someone could have died."

The principal medical officer (Surg. Cdr. Andrew Burgess) and his 11-strong medical team began to treat the injured. "Surg. Lieut.-Cdr. Patrick Loxdale and I initially assessed all the casualties and dealt with the most serious first."

"Right in the middle of all this, one of our Wrens developed acute appendicitis, so we operated on her too."

A command decision was made to allow the casualties to stabilise overnight and move them the next day to Haslar by RAF aero medical evacuation team.

Stewards played an important role providing after-care to the wounded through the night. Leading Wren Steward Jules Rutland, a qualified first aider, said, "I helped look after one person until they were all settled down by the medical assistants."

Capt. Neil Rankin, the carrier's commanding officer, said, "I am proud of my ship's company and the way they dealt with the incident. We are all thinking of our injured men and their families. We have been kept informed of their progress and are glad to hear they are in good spirits."

A visitor to two of the men remaining in RNH Haslar was Vice-Admiral the Hon. Sir Nicholas Hill-Norton (FOSF), who commented how impressed he was by their good spirits and keenness to get back to duty. They and the other two treated at Haslar have now been discharged.

The most badly injured sailor, who suffered burns and hand and stomach injuries, was transferred to the specialist burns unit at Odstock Hospital Salisbury, where among visitors was Rear-Admiral Bruce Richardson (Chief of Staff to FOSF).

The Ark Royal was operating aircraft again within a few hours of the accident and continued to be fully operational on task for the next 11 days before making a scheduled visit to Greenock.

● A switchboard fire on board RFA Olna while she was operating off the west coast of Scotland in support of an exercise in April resulted in loss of power.

The fire, confined to the switchboard and generators area, was brought under control without casualties, but the vessel had to be towed to sheltered waters off Stornoway.

Enforced exits kept to 60

PHASE 1 of the Royal Navy's redundancy programme produced sufficient applicants in the ranks, rates and specialisations involved to limit total selections for compulsory redundancy to about 60.

In this phase there was a need to lose the posts of about 25 Captains, 55 Commanders and 320 Warrant Officers, CPOs and POs.

In all cases except Captain and PO there were sufficient applicants of the required specialisation and seniority to mean that no compulsory redundancies were involved. In the case of Captains over half were compulsory selections, while for POs the number was below 50 and focused on Air Engineering Artificers.

Boards met during February and March to consider applications, with selections made by April 1. People leaving the Service under this first phase are due to go not later than March 31 next year. Meanwhile, in the case of compulsory selections a small number of appeals are

being processed.

It is expected there will be at least one further redundancy phase, although no decisions have yet been made on timing and numbers involved.

Turbulent smoke-out

Twenty Naval personnel were treated for smoke inhalation at RNH Stonehouse after a switchboard fire in HMS Turbulent at Devonport at the end of April. No one was seriously injured.

Although the switchboard was not connected with the nuclear submarine's reactor, it was immediately shut down in accordance with standard operating procedures.

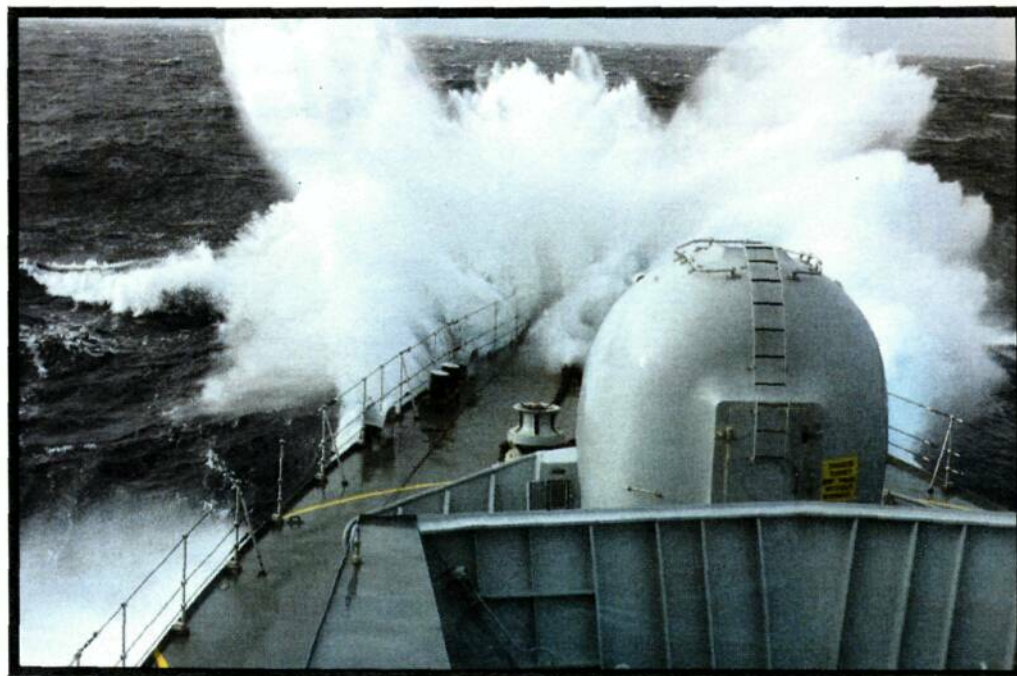
Scylla's freedom

HMS Scylla has been granted the Freedom of the City of Aberdeen — believed to be the first such honour given to a Royal Navy ship by a Scottish city.

Their association dates back 50 years to when the fourth HMS Scylla was provisioned by the citizens of Aberdeen. Members of ships' companies past and present wishing to attend the ceremony on 8 June should telephone 041 224 2059 before 14 May for details.

Cambodia call

ROYAL Marines and Navy personnel may be among those sent to Cambodia to assist with the United Nations first waterborne peace-keeping force.



Norfolk's water jacket

GALE force winds and heavy seas greeted HMS Norfolk on her area capability training off the Outer Hebrides. But her hull design and machinery allowed her to handle the conditions and continue to

hunt subs in the unfriendly seas with little chance of being detected.

The view from the bridge in heavy weather is by CCWEA Downie.

